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Hongkong, 2nd July, 1900.

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Hongkong, 1st December, 1899. [52]

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 J. W. OSBORNE, J. H. DOWNS,  
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 Hongkong, 8th September, 1900. [577]

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Hongkong, 18th December, 1900. [313]



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THE HONGKONG DISPENSARY.

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ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address Press—A.B.C. Code. P.O. Box, 33. Telephone No. 12.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th April, 1901

As was thought probable, the election by the ratepayers of two representatives to serve on the Sanitary Board yesterday resolved itself into a farce. Some fifteen gentlemen assembled at the City Hall at the stated hour, but no nominations were made. After an appeal to DR. HARTIGAN to stand again and a brief but interesting discussion by Messrs. G. W. F. PLAYFAIR, J. W. NORTON KYNSE, and R. C. WILCOX, who between them brought out the position of affairs very clearly, the meeting broke up. The ratepayers by their action no doubt wished to convey their sense of the absolute inutility of the Sanitary Board as at present constituted and controlled. It is in these circumstances very unfortunate that a larger and more representative body of ratepayers did not make a point of presenting themselves at the City Hall, for we fear that it will now be said that the farce was due simply to that fatal apathy which envelopes public affairs generally in Hongkong. It was most desirable, if a protest was to be made in this form, that it should be well backed by numbers, so as to avoid any such misunderstanding as now seems probable. The result, however, is in any case the same, that popular representation on the Sanitary Board is at an end. The unofficial element is all but extinct; it will cause little wonder if shortly it should be altogether extinct. We shall be deprived of the pleasure of reading so much of the academic discussions in which the Sanitary Board has been wont to indulge. For the present, that appears to be all that is likely to happen. Time and the growth of a strong public opinion in Hongkong alone can modify the position.

The Report of the Food Supply Commission, signed by Messrs. E. JOSEPH, A. M. MARSHALL, F. MAITLAND, FONG WA CHUN, and Dr. W. HARTIGAN, which was published in the Government Gazette of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is set out in the letter of the above-mentioned gentlemen to Mr. FRANCIS K.C., and that of Mr. FRANCIS K.C. to the Commission, and there is no need for further comment. The Report being at last made public, nearly eleven months after the Commission was appointed, and little less than four months after it was forwarded to the Government, it remains to consider what the Commission has been able to discover on this very important question. The table of percentages of rise in the wholesale and retail prices of common articles in the course of five years fully bears out the universal complaints about the price of living, culminating in the petition presented to the Legislative Council on the 29th

March, 1900, by the Hon. T. H. WHITEHEAD on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, ground-nut oil, and firewood are enough to make even those whose incomes is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are effected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouchsafes no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. BARNES before the Commission on the 23rd July may be read. Mr. BARNES said: "When the price of rice rises, the price of everything in China goes up. There is then less poultry and less pork in the country. It is a sort of extra tax on the people if they have got to pay more for their rice, and they won't keep the animals if they have got to buy rice for them." The Report goes on to allude to the effect of the increased naval and military forces in Hongkong and Manila, and then touches on most important point on which the Commission was able to throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anyone reading the accounts of the examination of TUNG WING and LEE SING last July will admit that the Commission does not put the case by any means too strongly in the sixth section of the Report. In his examination Mr. LADDS, Colonial Veterinary Surgeon, cautiously admitted having "heard sundry rumours of people who put up prices, and that several Europeans have been interested in the beef trade here." He had also "seen something in the papers about it, but never had any actual evidence." Such actual evidence is practically impossible to obtain, but the presumption, founded on other evidence before the Commission, leaves no doubt in the reader's mind as to the existence of this most serious evil, a combination to keep up prices.

It will be seen that the Commission admits its failure to elicit by means of its enquiries any practical remedies of real value, but its recommendations nevertheless deserve full attention. We have already written, more than once, on the necessity for increased market accommodation, and we are glad to see the Commission put this suggestion in the forefront of the programme. The recommendation to drive out the vendors of tinned food and such stores aims at the same object, and is prompted by commonsense. The suppression of piracy requires no support: its necessity has been recognised for years past. The fourth recommendation is also one which appeals to the sense of everyone in the colony. The new Praya Reclamation Scheme is a step in the desired direction, and when it is followed, as it must ultimately be, by adequate means of rapid communication with the centre of business, should have a notable effect. All further expansion will in the same way need to be accompanied by tram and ferry service, if it is to be of real use to the colony. The fifth and sixth recommendations are less important, but they will, we should imagine, arouse no opposition. It will be noted, however, that the Commission is of the opinion that the present market rents are not excessive, and have not contributed to the rise in prices. The last recommendation, which is contained in

the ninth, tenth, and eleventh sections of the Report, deals with the establishment of stock-breeding and vegetable-growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it in a few lines. The New Territory, as it now is, is the colony's "white elephant," except from a political and strategical point of view. It brings in practically nothing in return for its cost to Hongkong, and so the non-official mind the slowness of its exploitation is inexplicable. Without denying that the Land Court and Police work is being done very thoroughly, we do not think that it is too early to consider such a scheme as the Commission put forward. The remarks of Mr. LADDS on the prospects of cattle-breeding in the New Territory (p. 47 of the Report) should be read. We shall, however, return to this subject in a future issue.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain. The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission and the forwarding to the Government of the result of its labours. But at least it embodies seriously an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. Goliath left yesterday for Shanghai, and the *Lizard* for Canton.

We are requested to state that Mrs. Gaseigne's Thursday afternoon "At Homes" will be discontinued until further notice.

A musketry camp will be formed at Stonecutter's to-day, when the Royal Welsh Fusiliers will commence their annual course of musketry for 1901.

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese), and three fresh cases of small-pox (two Chinese, one other Asiatic, with one death (Chinese)).

The return of visitors to the City Hall Library and Museum during last week shows that the former institution was visited by 303 non-Chinese and 31 Chinese, the latter by 140 non-Chinese and 1,614 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowloon yesterday morning for inspection by the Major-General Commanding. The 5th Hyderabad Contingent will be inspected to-morrow.

The annual chess match by "cable," between America and the British Isles, will be contested this week on Friday and Saturday, April 19 and 20. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator.

As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, 19th and 20th inst., commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Remount Depot has rendered it necessary to strike them out of the mounted portion of the programme.

Mr. G. J. W. King yesterday afternoon offered for sale, at the office of the Public Works Department, one lot of Crown land, Inland Lot 1,635, situated at Tai Ping Shan, which has an area of 1,800 square feet, the annual rental being \$23. The upset price was \$7,200. There was only one bid of \$20, and the lot went to Yau Shui Chi (for Chun Tin Sun), 12, Gutzloff Street, for \$7,200.

Mr. W. F. Aldrich, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. Rublee, one of the editors of the *Milwaukee Sentinel*, as Consul General at this port. Mr. Rublee is a passenger by the *a.s. China*, which is advertised to leave San Francisco to-morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

A recent erection of a building for the rich, show coolies and their vehicles, referred to in our issue of Saturday, we are now enabled to state that the necessary plans have been prepared and will be at once submitted to the Government. The site chosen for the building is Marine Lot 205, and the area of the space set apart for coach-house accommodation is 4,082 square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitchens, bath-rooms, privies and wash-houses, and at the front there will be a spacious verandah. Mr. John Lemm of Queen's Road Central is the architect.

We have had several complaints from correspondents regarding the present irregularity in the water-supply. One of our correspondents states that for the last two or three days, fearing that the water would be cut off suddenly, he has stored regularly each morning a supply to last for the day. The water was never turned off. Yesterday, relying on the heavy rains of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the *Gazette* about the water supply was on the 6th inst., when it was specified, *inter alia*, that below Caine Road (just below which our correspondent resides) the supply of water would be turned on between 6 and 10 a.m. only. Apparently what happened was exactly the reverse.

Foreign engineers are reported to have started from Hankow for Kweichow to examine into the mineral resources of the province.

The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to the *Tamar*, to date 14th March.

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sums for the extension of the Convent:—Nicholas Post, Esq. .... \$200.00 C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the *Mainichi* reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They urge that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuria, and concentrate her entire strength in Korea. Strange to say, the correspondent writes, Russia has given up their designs on Korea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of reserve.

Fresh missionary troubles are reported from Kiangsi and Szechuen. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsung-li Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair. Another case has occurred at Ta Chien-lu, Szechuen. A Roman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borneo Company have secured the money on their debenture issue of £200,000. The *L. & C. Express*, commenting on this, says:—"Apart from the money required for the railway, the other half will be available for other public works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Malay States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors to revenue as Chinese usually are, is badly needed."

The trial trip of the steam launch *Matulin*, which has been built and engine by the Yat Sing firm to the order of Mr. Luis R. Yanco of Manila, took place on Sunday last. The launch is 30 feet long, and possesses a powerful engine for a vessel of her dimensions. The speed attained on the trial was 11 knots, steaming at 90 lbs. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Guinepez of Mijares, and will be used for towing purposes at Manila. She is fitted out with two cabins, one for the captain and the other for the chief engineer, and the engine-room is well protected from the elements. In all she is a smartly constructed craft, and will be taken down to Manila by a crew shortly expected from the Philippines. During the trip Mr. Guinepez was highly congratulated on the success which had attended his labours in the construction of such a neat and trim little craft.

In the lawn tennis match on Saturday afternoon between the Ladies Recreation Club and the Hongkong Cricket Club, the former won by sixteen games, the figures being—L.R.C., 84 games; H.K.C.C., 68 games. Yesterday's results in the various tournaments were as follows:—Championship—E. F. Mackay beat Clapham (6-2, 6-4, 6-2); A. Class Handicap—A. H. Hollingsworth, 15-2, beat E. J. Grist, over 1/6 (6-2, 6-3); Capt. Langhorne, over 15-1, beat H. Humphreys, scratch (3-6, 6-3, 6-3); B. Class Handicap—J. Hooper, over 15, beat F. J. Wild, scratch (6-2, 6-2); Doubles Handicap—E. G. Barrett and F. H. Yeats, over 2/6, beat F. P. Harold and B. Hanson, 3-6 (3-6, 6-3, 6-3); R. G. Gerrard and E. Lee, 15, beat F. H. Gresson and T. Forrest, scratch (6-2, 6-4); C. H. Gale and J. A. Jupp, scratch, beat W. T. Caulfield and A. C. Stevens, scratch (3-6, 3-6, 6-3); H. J. Gedge and Wei On, over 2/6, beat J. B. Shettle and E. Butcher, scratch (3-7, 6-3).

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Konig Albert* left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-morrow at daylight.

The P.M. steamer *City of Peking*, with mails, left from San Francisco to the 23rd March via Honolulu, has arrived at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

The M. M. steamer *Indus*, with the next French mail, left Singapore this morning, at 5 o'clock, for this port via Saigon.

The O.S. S. *Catalpa* left Singapore at noon on 14th inst., and is due in Hongkong on 15th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 13th inst.

The N.Y.K. steamer *Kasuga Maru* (Australian Line) left Manila for this port 14th inst., and is expected to arrive here on the 18th inst.

## TELEGRAMS.

## DAILY PRESS SERVICE.

FROM OUR CORRESPONDENTS.

SHANGHAI, 15th April, 8.20 p.m.

## A NEW CAPITAL FOR CHINA.

The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

## GENERAL NEWS.

London, 14th April, 7.15 p.m.

## HAAGUE COURT OF ARBITRATION.

The Powers have notified that the Hague Court of Arbitration has been constituted, but China, Luxemburg, Mexico, and Turkey have not yet signed the convention.

## THE MARKETS.

The cotton markets are quiet. The wheat market at New York is an advance in prices is probable.

## SANITARY BOARD ELECTION.

## A FIASCO.

According to a notice published in the Government Gazette, and pursuant to the "Public Health Ordinance," Mr. W. Norton Kynse attended at the City Hall yesterday afternoon at 4 o'clock, for the purpose of an election by the ratepayers of two members to the Sanitary Board. The notice was signed by Mr. Hartigan and Mr. McKie, who were assigned their seats on the Board.

Mr. D. Wood and Mr. Almeida a Castro attended as scrutineers.

The ratepayers present were G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, G. W. F. Playfair, T. H. Reid, E. Robinson, A. H. Skelton, W. M. Watson, Messrs. B. C. Wilcox and G. F. Williams.

On the stroke of the hour the President rose and said: "Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. I know what time and labour it means to some of you, but notwithstanding that, I think we are out here for the interests of the place. Perhaps Dr. Hartigan will allow himself to be nominated?"

There was no response for a moment or two, and the President again rose, saying: "Gentlemen, will you allow me to give you my experience, just to try and see if I can arouse some interest in such matters. I cannot do so otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so. A Voice—Yes, go on!"

The President: Well, gentlemen, when I first went to the Straits, our neighbouring Colony, in 1880, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact, and it came under my notice at the time, that the ratepayers of the Government would do away with the Municipal Council altogether, and I believe, as far as my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic disposition was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to say that it was only when the leading members of the community, and the principal inhabitants and business men saw what was leading them to do, that they decided to ask for the repeal of the local law giving them more powers, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at Penang and Singapore. I think however that, although comparisons are odious, there are a good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time you can to the sanitary affairs of this Colony.

We must abide by the law notwithstanding its defects, and it is no use of my trying to go against it. By proper representation in the proper quarter, a probable amendment of it might take place. I do not think by refusing to be elected you are doing yourself any good, and certainly you are doing no good to the community.

Mr. Playfair said that as the president had thrown Singapore and Penang in the teeth of Hongkong, he would like to hurl Shanghai back again. Shanghai was a model settlement as well as a Model Settlement. No apathy was there, and here it was not apathy but disgust. In Shanghai they had a Municipality elected by members of the community and well governed, and here they could get the same good Government if they had fair representation. They could not expect members would allow themselves to be browbeaten by Government officials. That was the reason why they saw such apathy here. The people were not going to attend themselves and say they were going to be elected. The members of the Legislative Council should have been present and invited them. They were the people to do it.

Mr. Wilcox said he thought if they were to proceed to the election of any members that day it would be something like a farce, and he did not think the proceedings of the meeting should be allowed to develop into a farce. There were only fifteen present and they did not represent by any means the voice of the ratepayers of the Colony.

The President: In reply, I think I may say that in 1889, Dr. Hartigan and Mr. McKie were nominated by members of the Legislative Council.

Mr. Wilcox: There was a regret on that occasion, and I think that although the attendance was small, it was more representative than at present.

Here the gathering rose and left the room, except one ratepayer, who stood for several moments gazing pensively at the polling booths which had been erected at the side of the hall.

According to law the president and his attendants remained in the hall till 8 o'clock, up to which time there were no names presented to fill the vacancies.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## A MEMORIAL TO THE LATE QUEEN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April.

Sir,—With reference to my letter and your leader of the 9th inst., as a memorial to the late Queen, I have submitted a number of names and that with a few exceptions there is no need to be little or no interest, and nothing further just now. This is of course not from any want of loyalty, but from a pretty general feeling of disappointment at the result of the late public subscription.

The Queen's statue can hardly be called a success, and to our discredit it lay for years in the godowns before it was erected. Since then it has been a caution ralling put round it, which is entirely out of keeping with it, and the statue itself has never been completed.

The Jubilee Hall still remains a myth, though the public subscribed something like \$88,000, and the Government did not look at it, like a man.

The Women's Hospital has been commenced at the Peak, but it can hardly be the hospital to which I thought I was something, and this is a known fact of many others.

With these examples before me it is not surprising that many do not care to go in for anything new, and they see some more results for what they have already subscribed to; still I think something can and ought to be done, and I therefore beg to make the following suggestions:

1. That His Excellency the Governor be asked to dedicate the New Clock Tower at Blake Pier as a memorial to our late Queen.

It would not only be a fitting memorial, but, having been decided to build this Clock Tower out of public funds, no subscription would be required.

2. That the public, having subscribed for the Jubilee Statue of our late Queen, should complete that work by the erection of the bronze statue at the four corners of the canopy. This would complete the original design and really improve the appearance of the whole. It would only cost a few hundred pounds to do, and surely there should be no trouble in raising such a sum.

We should like not only have a suitable memorial to our late Queen, but also complete a work which has been standing unfinished for too long.—I am, Sir, yours, &c.

B. E. LEIGH.

## THE RATEPAYER'S ELECTION.

TO THE EDITOR OF THE "DAILY PRESS."

15th April.

Sir,—Referring to the ratepayer's meeting of today, I think the malapness of the attendance can be largely accounted for by the fact of the innumerable of the hour named, &c.

There are certainly many ratepayers who could not attend at that time, but who might be able to do so at 5.15 p.m.—The poll should then remain open till 7 p.m.

SPECTATOR.

## A PUBLIC DANGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April.

Sir,—Are the Capt. Superintendent of Police, the Director of Public Works, and the members of the Sanitary Board aware that a public thoroughfare between No. 1, Queen's Road East and the military married quarters on the hill is being cut up and blocked up by a crowd of Chinese coolies?

This is the only suitable road in the vicinity which can be trained to connect Queen's Road East with the Kennedy and Macdonald Roads, and I have been informed that it is the intention of the Government to train this road. How is it, then, that these people have been permitted to cut up this road and entirely block it up for private use? This road connects the inhabited street at the back of Wing Fung Lane West, and in case of fire the firemen would have to go right round to Wing Fung Street.

Again, the site which has been selected will be occupied as a timber yard and coolies' quarters. This will not only be most dangerous to the neighbouring houses in case of fire, but the timber will prove the best hiding place for thieves, and other bad characters. It was not long ago that some thieves robbed the military married quarters and fled to this very locality.

The Chinese coolies will also accommodate themselves and utilise the place as a "private" latrine, and it must not be forgotten that this site is immediately overlooked by the married quarters and other respectable Chinese family houses close by.

The Sanitary Board has been bothered enough by complaints from Kowloon, and surely it does not wish to be bothered again by complaints from this quarter.

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action.—I am, yours, etc.,

PRO BONO PUBLICO.

The Japanese Government having decided to relieve the garrisons in North China and Korea this month, the forces stationed at various places in China will be replaced by three regiments from the First Army Division at Tokyo, while the garrisons in Korea will be relieved by one battalion detached from the Fourth Army Division at Seoul. A number of steamers will be chartered by the Japanese Army Department for the above purpose.



## MR. FRANCIS AND THE FOOD COMMISSION.

We give in our issue of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere.

Hongkong, 20th December, 1900.  
Sir—I have, within the last hour, received from Messrs. Osborne, Marshall, Maitland, Fung Wah Chun, and Hartigan, members of the Food Supply Commission, of which I have the honour to be chairman, a copy of a report signed by them and sent in to you with a covering letter dated the 18th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies in brief the conclusions at which we unanimously arrived. I should have had very much pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph, which runs as follows:—“(12) We desire to state, in concluding the delay in the publication of the Food Supply Commission report has been due to the fact that the Commission, being unable to afford time for the presentation of the inquiry and the preparation of the report.”

There was no delay in the preparation of the report. The members were unable to sit for more than two days in the week for a couple of hours each day, and the taking of evidence was proceeding with all due diligence, and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the importance of the Commission. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was so full of work, do it for me, he being fully acquainted with the views and concurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent you. I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the public.

I have the honour to be, Sir, Your most obedient servant,  
JNO. J. FRANCIS.

The Honourable  
The Colonial Secretary,  
HONGKONG.

## HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette.

FINANCIAL STATEMENT FOR 1900.  
LOAN ACCOUNT.  
To interest on loan at 3½ per cent.  
interest to be paid off on the 15th  
April, 1901. 341,799.15

By sinking fund 30,485.32

By sinking fund 30,485.32

ASSETS AND LIABILITIES.  
On the 31st December, 1900.

Subsidiary taxes	363,000.00
Arrears of taxes	970,000.00
Arrears of Crown land	2,300.00
Arrears of land revenue, new territory	36,332.14
Arrears—miscellaneous	1,650.00
Advances	103.00
Supplies house services	8,000.00
Profit, Money Order Office	881.21
Water account	598.72
Supplies account	—
Total assets	82,126,488.49

LIABILITIES.	£ s. d.
Military contribution	54,402.76
Contribution towards the	—
for 1900	409,000.00
Deposits not available	409,000.00
Retard of taxes	16,567.15
Officers' remittance	25,548.87
Money order remittance	17,500.00
Transit charges, General Post Office	14,240.00
Civil pensions	222.20
Police pensions	34,774.46
Public works	9,500.89
Miscellaneous	238,833.35
Balance forward	—
Total liabilities	81,026,702.30
Balance forward	21,100,786.19
Total	99,126,488.49

\* Not including \$10,415.83, value of silver at Mint.

Treasury,  
Hongkong, 20th March, 1901.

## POLICE COURT.

Monday, 15th April.

BEFORE MR. HAZELAND.

A CHARGE THAT FAILED.  
The Chinese engineer of the steam launch *Daisy*, was charged with stealing a ten dollar bill on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. The defendant denied the charge, and was discharged by Mr. J. Hays.

A missing party, it appears, was on board, and on coming out of the water the complainant missed his pocket, which contained the ten dollar bill. When the launch reached Blake Pier, P. O. Shepherd was called, and a search made. The note was found in a small tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that the note produced was the actual one stolen.

BEFORE MR. KEMP.

THE CHARGE AGAINST AN AMERICAN.

Thomas A. Campbell was brought up on remand from Friday, 12th inst., charged with the theft of \$175 worth of property from Peter Lamen, a ship's officer.

Inspector Gauld—The complainant in this case has left the colony, your worship.

His Worship—Then you don't intend to call any evidence?

Inspector Gauld—No, sir.

His Worship (to defendant)—You are discharged.

## LIQUID FUEL.

ITS UTILITY AS A PROPPELLING POWER.

In continuation of our abridged report on the interesting paper read by Mr. John Lambert, the Superintendent Engineer of the Comopolitain Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following—

Another advantage derived from the use of liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could be maintained, and in hot and close weather a steady head of steam could also be maintained, as the oil did not require a draught, as is the case with coal. With regard to the very material gain in the deadweight carrying capacity, and which must be a very great advantage of liquid fuel, an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden would require a stock of at least 250 tons of coal on board, but as many merchant steamers do not call at all coaling ports, a common practice was to coal at Suez Canal direct for Singapore, or say 23 days' steaming. A steamer therefore had to take a minimum of 500 tons of coal. It was stated that with liquid fuel the same steamer could carry a sample supply with 200 tons, and the would therefore be able to carry at least 200 tons more cargo than under existing circumstances. In steamers of larger consumption the saving of course would be more material.

It was difficult to arrive at the exact saving in consumption by the use of liquid fuel, if any, and that was really what they had to consider as engineers from a scientific standpoint, more than the price of fuel. If properly used there should be a saving in quantity of consumption, irrespective of price, and as Mr. Lambert knew personally that extremely large quantities could be wasted by inefficient burners and manifold manipulation of the regulating devices. That should be borne in mind before accepting ostensibly accurate figures. "Looking at the matter from a purely scientific point of view," Mr. Lambert continued, "certain trials which have been made seem to point to a material saving in the consumption, and that if any thing like that can be saved it must be a greater saving when applied to ships in the same advantageous manner. From the fact that the amount of fuel saved means additional freight. With liquid fuel there would be no fire tools to repair, or firebricks or floor-plates to renew, and the absence of smoke or dirt enables the ship to be kept cleaner. In mentioning the absence of smoke I have no doubt but that many will have noticed from some of the oil burning steamers visiting our port that at times there is quite the reverse of absence of smoke, but that is often caused in raising steam before the bridges and brickwork in the furnace have become heated.

To insure a perfect combustion it is necessary to have the brickwork incandescent. When the fires are burning and they should and perfect combustion is taking place there should be absence of smoke and the brickwork should assume a white heat. If there is smoke there cannot be a complete combustion, which can readily be seen from an ordinary petroleum lamp.

Mr. Lambert then went on to consider the mode of carrying or storing the fuel on board ships, and the dangers in connection therewith. He said—"It is only but a few years since the carrying of petroleum in bulk was resorted to, and at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered to engineers to sail in these ships, and I remember myself at the time very exaggeratedly about the first ships carrying bulk oil through the Canal, how anxiously all on board had to watch the temperature in the tanks whilst in the Red Sea, and the continual dread of the oil reaching such a temperature that they might be blown up at any moment. Now there is almost a continual stream of oil steamers coming through the Red Sea and the day of high wages and other inducements to men to sail in them has vanished. With ordinary care oil steamers are as safe as other ships and accidents are generally caused by carelessness. With the carrying of liquid fuel there is much less danger. There is a difference of course in the kinds of oil used. Besides tar and other refuse from sawworks, there are three kinds of liquid fuel. Firstly, refined petroleum, which is scarcely used at all, and that was the kind with which there was, perhaps, the most danger, but the price of refined petroleum does not allow of its use. Then we have the crude petroleum, just as it comes out of the earth, which would be dangerous because it contains all the naphthas, benzenes, and so on, very light and highly inflammable; but the caution in hot countries where the oil is usually found is to expose the crude oil in open tanks and let the sun evaporate the lighter carbons so that the resultants can be used with safety. Some wells or springs in Borneo, I believe, were found to contain so little petroleum that it did not pay to refine it, and that has been used as liquid fuel and is of such a high flash point as not to be at all dangerous. Crude petroleum varies considerably. They might get it as low as 30 or 40 degrees, or it might go up to 400 or 500 degrees. As regards the third kind (Astrak) exclusively used on the Caspian Sea, it is of a heavy treacle description and not at all dangerous.

Regarding the tanks themselves Mr. Lambert thought there should be no difficulty in well constructed ships having tight tanks, and not even a leaky rivet, as ships constructed to carry oil in bulk have their tanks tested to more pressure than boilers were subjected to 50 years ago. Fires had taken place, but in all cases they were caused by faulty construction and neglect.

Regarding the various methods which had been adopted for burning liquid fuel, Mr. Lambert said they could be divided into the following three classes—

(1) Furnaces in which the oil is run or dropped and burnt without gasifying or spraying.

(2) Furnaces in which the oil is first wholly or partly gasified.

(3) The first was the oldest form of burning oil, and was illustrated by the diagrams which had been prepared. The latest example of oil burning, coming under the head of this class was the arrangement on board the Russian steamship *Mosel*.

"Through the courtesy of the owners of The Shell Transport and Trading Company, Ltd., Mr. Lambert went on to say—"I am enabled to give a description of it as she is now running, but I am sorry not to be able to illustrate it on the board. In the *Mosel* the fuel is stored in the ballast tanks, and in the cross bunkers forward of the stokehold. There is no service tank, properly speaking, from the ballast tanks or cross bunkers by means of a small Worthington pump driven by the first instance) by steam from the donkey boiler. The donkey boiler is fired with coal. After leaving the tanks the oil passes through a filter: two filters are provided, but only one is in use at a time, the other being in reserve for use in the event of the first becoming blocked. These filters are small upright cylinders about 3 feet 6 inches by 6 inches, and take up hardly any space.

The oil can be turned into each filter by means of branch pipes and valves, so that a block in one filter does not entail the smallest delay or stoppage. After leaving the filter the oil passes through a heater, warmed by the live steam going through the pump, where it is raised to about 185 degrees F. in temperature. From the heater it passes through the pump, and thence to the burners.

The *Mosel* has two single ended boilers, three furnaces to each, and three burners to each furnace. The burners are arranged in a triangle in the centre of each furnace door, and about 6 in. apart. The burners are Korting's patent, are about 6 in. long, and the orifice of the nozzle is so small that the end of a good sized pin would hardly enter. The burners are all set parallel to each other and to the central line of the furnace. There is a cock on the pipes supplying the oil to the furnaces, and besides, each burner has its independent cock. Thus the burners of any furnace can be worked as a group of three, or any one of them can be worked as a single burner, and two, or three, be lighted or extinguished as required. This is of great advantage in getting up steam, as the heat can be applied gently at first, and increased as the furnace gets warmed up. It is obvious that three small burners, each of which can itself be regulated within certain limits, admit of a far more delicate adjustment of the heat than one large burner, as is used in other systems. The arrangement is also of great advantage when little steam is wanted, as when the steamer may have to proceed slowly, in a river, or in a narrow channel, or in a confined space, the heat can be turned off as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil coming through the burners can be increased or reduced at will by pumping faster or slower.

On the *Mosel* they usually pump at from 25 to 30 lbs. pressure. Each burner passes through a hole in the furnace door but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole as soon as they are turned on. The spray of heated oil catches at once.

Behind the furnace door there is a damper which opens by means of a screw handle on each side of the furnace door. The damper opens to the extent of about 6 inches, and is so constructed that it fits tight when closed. A slide closes the hole through which the oil spray passes, so that when the burners are put out and the boilers allowed to cool, the ingress of cold air is completely prevented, and the furnaces cool slowly, thus minimising the risk of damage by rapid contraction. By an arrangement in each furnace, the heat can be turned off as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil coming through the burners can be increased or reduced at will by pumping faster or slower.

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Within the last few days, I have had a liquid fuel rivet forge made for me for trial and report, and I found it to work very well. A little trouble was experienced at first lighting up, but after the flame was going a little time, and the brickwork was heated up, it was all that could be desired. Petroleum oil was the fuel used, and compressed air the spraying medium. A number of 2 inch rivets were put into the forge, and were heated up very quickly. Sixteen 2 inch rivets were next put in and timed, and in five minutes the whole sixteen were not enough for use. They were remarkably free from scale, and seemed to reach the temperature and remain at that. There seemed to be no possibility of getting the rivet too hot and pieces of molten metal dropping off, as is often the case with rivets which are heated in a coal fire, when the rivets have been allowed to remain too long and get neglected. A much larger number of rivets can be heated in this forge than with the ordinary rivet forge. The brickwork was quite incandescent, no smoke, and the flame was very clear and bright, quite a white heat.

In conclusion I must express my indebtedness for a good deal of matter contained in this paper to Messrs. Samuel Samuels, Holden, Wallis, Trade, Russman and Eddies and others, and I trust that my efforts have been the means of explaining the methods used in burning liquid fuels and the apparatus pertaining thereto.

The Chairman said they had all listened with very great interest to Mr. Lambert's paper. There were several good remarks in it, not only in reference to liquid fuel for boilers, but in burning it for other purposes, and he was sure Mr. Lambert had struck a very good note in bringing it before them that evening. He had not the least doubt but that many of the thinking engineers would take the paper to heart and endeavour to make good use of it. If there were any members present who would like to say anything on the subject they would be glad to hear it.

After a pause, Mr. Lambert said he believed there were one or two engineers in the room who, though they were not then using liquid fuel, have been doing so, and their opinions would be valuable.

The Chairman remarked that the discussion was not confined to members of the Institution. If there were any visitors present, who had anything to say on the subject they were at liberty to express their views.

Mr. Soppet said he had been running with liquid fuel for the past 18 months, and found that it was very beneficial compared with coal with regard to cleanliness and saving of labour. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could hear of no fault at all with what had been stated that evening. (Hear, hear, and applause.)

Mr. Stirling, Mr. Andrews, Mr. Murphy and Mr. Kirkwood continued the discussion, their remarks being principally as to the construction of the bridges referred to in the paper.

Mr. Kinghorn said it was a subject about which a great deal could be said, but as far as the discussion had gone that evening nothing had been said about the economy of it. He had been looking at the technical papers which had lately arrived from home, and had found that the subject was drawing a great deal of attention, and as far as steamers were concerned the question was one of economy. It seemed to be settled among the profession that it was not safe to use the oil with anything else but steam in some form or other; that was to say, the oil must be vaporized before it was used, or allowed to escape. They had tried compressing it in various forms, and tried to mix it with water, but with very little success, and up to the present the great difficulty had been the quantity of water required to use it on board steamships. He thought he was correct in stating that two steamers which were out here on the coast had given it up for that sole reason, that it cost them more to keep up the fresh water supply than the difference between the cost of oil and the cost of coal. (Hear, hear.) Then there was another point which concerned the members of the Institution in this part of the world. It would not be in the hands of the native steamers, or at least it would not do to trust them entirely, and it would hardly be fair to ask the engineer to keep his watch in the stokehold. There were one or two points which struck him in the discussion as being worthy of notice, and he would like to ask some of his American friends who were present to tell them of the experience of Admiral Melville of the United States Navy as to the trials which had been going on recently. They must be very interesting. (Hear, hear.)

Mr. Smith, the chief engineer of the U.S.S. *Concord*, said he had taken a great deal of interest in the matter. He was sorry to say he had not studied up the subject much. He however gave his idea of what the liquid fuel was frequently used in merchantmen and men-of-war. The results of the Navy Department's labour had not been made known, therefore he was unable to throw any additional light upon them. They had not got so far as to authorise the oil in use on torpedo boats, but if the furnaces on those boats became dirty they simply put a little oil on the top of the fire, which burned sufficiently to take the heat out of danger.

Capt. Anderson said there was no doubt great credit was due to Mr. Lambert for the able paper he had read, and he trusted it would be the means of eliciting more attention to the subject in the future. He had been looking into the question of liquid fuel for the purpose of finding out the reason of the non-adoption of liquid fuel by British shipowners in face of the very great use made of it by Russians in the Caspian Sea. So far as he had been able to find out it seemed to him the question of supply had not been served. The question was whether they could get supply for their vessels. Another reason was whether they could keep up the price. As far as he could ascertain the cost per ton of liquid fuel was twice the cost of coal. Messrs. Armstrong and Whitworth had made experiments with liquid fuel with beneficial results. The speaker then gave some statistics to show the benefits to be derived from the use of oil, and referred to Kite's light, which he said would affect the lighting by and by. (Hear, hear.)

Mr. Kirkwood went back to 1871 to show what was done with the second launch which was upon the waters of the Harbour in the matter of coal fire. As soon as they found use for it up went the price.

The Chairman in conclusion said that after what they had heard he must say that Mr. Kinghorn had struck the right note when he spoke of economy in burning the liquid fuel. In these days when the first thing to be thought of was economy in running a steamer, it was necessary to consider what fuel or class of boiler it was best to use. He suggested the discussion be postponed for a fortnight.

This was agreed to and a vote of thanks to Mr. Lambert and to the Chairman brought the proceedings to a close.

## THE CHINA LEAGUE.

The secretaries of the principal chambers of commerce of the United Kingdom were entertained at luncheon on the 13th ult. by the China League at the Hotel Metropole. Mr. Terburgh, M. P. (president) occupied the chair.

The Chairman in proposing "Our Guests," observed that the chambers of commerce represented the interests of our great trading industries in whose vigorous life the welfare of the country and of the Empire depended. There had been an idea prevalent among the commercial community that the league consisted of a body of jingoes who wished to add to the responsibilities of the British Empire, which were already almost too heavy. That had prevented people here and there from joining them, and so he was anxious to dissipate any such impression. Their motto was "China for the Chinese, and the trade of China for all the world." Let the nations of the earth strive for the trade of China by friendly competition, and he was sure they were all willing that the best man should win. Given fair play, he believed that the Britisher would win. They hoped to gather into the ranks of the league those with special knowledge of Far Eastern affairs, and to be able, with the help of such experts, to furnish chambers of commerce with information which would be of value to them as affecting the various interests which they represented. They also had the advantage of having associated with league members of Parliament like Mr. Walton, who had approached the question with an intelligent appreciation of the issues involved, and had put before the country the result of his experience. It was obvious that with such gentlemen in their ranks the league stood in a strong position to give the advice which chambers of commerce at one time or another might need, and they would also have the benefit of being represented in the House of Commons by men who had made a special study of the subject. He hoped that the great chambers of commerce would see their way to give the league their support, without which, he confessed, they could not do the work to which they had set their hand.

Mr. Halm (secretary of the Manchester Chamber), in responding, said he believed that the chambers of commerce were more than ready to respond to the chairman's appeal. He was of opinion that the movement would spread, and one ground on which he based his expectation of the success of the league was that it had nothing to do with party politics or anything to divert attention from its main object.

Mr. Kenrie Murray (secretary to the London Chamber) also responded. He said that they had not been satisfied in the past with the attention that the House of Commons had given to commercial questions. Efforts had been made to bring about a better state of things, and there were hopes that the position would improve.

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China League."

Mr. Walton, M.P., in responding, wished to make it clear that this league was founded without the slightest feeling of antagonism towards the older institutions known as the China Association. It was felt that in addition to the excellent work which had been done by that association, there was, at the present time, when other nations seemed to be making more vigorous efforts than ever to secure the trade of the Far East, and especially in view of the crisis in China, need for a more active propaganda to be adopted. By means of educational work they hoped to excite greater interest in upholding commercial position in China. It was unfortunate that the war in South Africa had resulted in this country not being able to exercise a more powerful influence in connection with recent Chinese affairs. It must not be forgotten that we had opened China to trade and did more trade with China than all the other nations put together. Germany, the United States, and Japan were seeking to out us from the position of commercial supremacy which we had enjoyed, and it was with a view to creating interest in this question on the part of employer and employed alike that the league sought the co-operation of the chambers of commerce throughout the country.

Captain Percy Smith, who went through the siege of the Legations at Peking, afterwards narrated his experiences and bore testimony to the efforts to stamp out plague, as determined rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board.  
G. A. WOODCOCK,  
Acting Secretary.

Sanitary Board Office,  
1st April, 1901. [912]

## EXPORT CARGO.

Per steamer *Stentor*, sailed on the 2nd Apr. For London:—52½ half chests tea from Amoy, 115½ bales hemp, 100 bales feathers, 50 bales W. silk, 49 bales canes, 632 rolls mulling, 200 cases preserves, 100 cases P. L. fans, 100 cases gallinets, 70 cases Chinaware, 59 cases cigars, 25 cases blackwoodware, 20 cases bambooware, 10 cases essential oil, 5 cases curries, 36 pkgs. P. effects, 40 pkgs. sundries. For London opt. Manchester:—120 bales waste silk. For London opt. Glasgow:—100 cases ginger. For London opt. Hamburg:—75 bales canes. For Glasgow:—7 cases curries, 3 pkgs. blackwoodware, 2 pkgs. samples. For Hamburg:—4 cases shell.

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GEISENHEIMER KOSACKENBERG 25.00

HOCHREIMER HOLLE ... 27.00

SPARKLING HOCK ... 23.00 25.00

LAUBENHEIMER ... 1893 ... 9.00 10.00

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do HOCK ... do ... 6.00 7.00

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do "Superior" ... do ... 9.00 10.00

do HAVT ... do ... 11.00 13.00

do HAVT (Hampshire) 22.00

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Hongkong, 16th April, 1901. [616]

## INTIMATIONS.

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## NEW ADVERTISEMENTS

## NOTICE

**TWO DAYS' GARRISON ATHLETIC MEETING** will be held at the HAPPY VALLEY, on FRIDAY and SATURDAY, the 10th and 20th April, commencing at 2 P.M. each day. The Committee regret that the impending departure of the Bengal Lancers and Remount Depot have rendered it necessary to strike them out of the Mounted portion of the Programme.  
Hongkong, 16th April, 1901. [1029]

## NOTICE

**MRS. GASCOIGNE'S THURSDAY AFTERNOON "AT HOMES"** will be discontinued until further notice.  
Hongkong, 16th April, 1901. [1030]

## JUST OPENED.

**A FINE CONSIGNMENT OF FRENCH PRESERVES** of a well known make. Quality will speak for itself.  
**H. BUTTONEE,**  
21 & 22, Elgin Road, Kowloon.  
Hongkong, 16th April, 1901. [1031]

## FOREIGN THEATRE.

## PERFORMANCE TO-DAY.

**JAPANESE THEATRES** are well-known in the world, and all the big Foreign Circuses have to engage Japanese Artists to join in the Performances. This Company has a high price to engage over twenty male and female Artists, and the arts they perform have been well practical. Great applause has been given from all the places they have been to. Now this Company has come to Hongkong, en route, to stay a short period. The best arts they perform are to play Bicycles on steel wire, exercises on high pillars and jump several tens of feet high on the sea-saw. All the artists being wonderful and excellent are quite able to please the auditors, who will doubtless give great applause. It is a fact that the artists are unparalleled.

Come and see!  
Locality on Praya, the Reclamation Ground, opposite Bonham Strand West.  
Day Performance from 2.30 P.M. to 5 P.M.  
Night Performance from 8.30 P.M. to 11 P.M.

## PRICES:—

First Class	...	\$1.00
Second	...	0.50
Third	...	0.30

Hongkong, 16th April, 1901. [1036]

## PUBLIC AUCTION.

**THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 15th April, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, &c.**  
Comprising:—  
DRAWING, DINING and BED ROOM FURNITURE.  
OVERMANTELS, PICTURES, BOOKS, CROCKERY, GLASS and PLATED WARE.

**TWO CAMERAS:**  
Two PIANOS and One CONCERTINA.  
One NEW BICYCLE.  
Two COOKING STOVES.  
&c. &c. &c.  
**TERMS OF SALE:—As Auctioneer.**  
**V. I. REMEDIOS,**  
Auctioneer.  
Hongkong, 16th April, 1901. [1033]

**THE UPPER YANGTSE SYNDICATE, LIMITED**  
(IN LIQUIDATION).

**THE YANGTSE VALLEY SYNDICATE, LIMITED**  
(IN LIQUIDATION).

**IN** the matter of the Companies Acts 1862 to 1890, and in the matter of the Upper Yangtse Syndicate, Limited, and The Yangtse Valley Syndicate, Limited.  
The above two Syndicates having agreed to amalgamate, a new Company has been registered for the purpose under the name of the Yangtse Valley Company, Limited, which acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors:—  
**NOTICE IS HEREBY GIVEN** that the creditors of the above named Syndicates are required on or before the 31st day of July, 1901, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator are to lay their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.  
Dated this seventh day of March, 1901.  
**E. ELTHAM JOHNSON,**  
Liquidator.

**THE UPPER YANGTSE SYNDICATE, LD.**  
110, Canton Street,  
London, E.C.

**G. G. WALKER,**  
Liquidator.  
**THE YANGTSE VALLEY SYNDICATE, LD.**  
19, St. Swin's Lane,  
London, E.C.

We concur in the statement preceding the above notice.  
For the Yangtse Valley Co. LD.,  
**THOS. GILBERT,**  
Secretary.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

## NOTICE TO CONSIGNEES.

**FROM YOKOHAMA AND KOBE.**  
**THE Steamship**  
"TRIESTE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 20th April, or they will not be recognised.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of April will be subject to rent.  
Bills of Lading will be countersigned by **RANDER, WIELER & CO.,**  
Agents.  
Hongkong, 15th April, 1901. [6]

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Agents.  
Hongkong, 15th April, 1901. [6]

## NEW ADVERTISEMENTS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

## "THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to **DOUGLAS LAFAIR & CO.,**  
General Managers.

Hongkong, 15th April, 1901. [1024]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

## THE Company's Steamship

## "HAILONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M.

For Freight or Passage, apply to **DOUGLAS LAFAIR & CO.,**  
General Managers.

Hongkong, 16th April, 1901. [1028]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SHANGHAI AND HANKOW.

## THE Steamship

## "SUEVIA."

Captain Wagner, will be despatched for the above port TO-DAY, the 16th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to **HAMBURG-AMERICA LINE,**  
Hongkong Office.

Hongkong, 16th April, 1901. [1035]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 18th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 15th April, 1901. [1025]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

## THE Company's Steamship

## "INDUS."

Captain Riquier, will be despatched for the above ports on or about MONDAY NEXT, the 22nd inst.

For Freight or Passage, apply to **G. DE CHAMPEAUX,**  
Agent.

Hongkong, 15th April, 1901. [2]

## FOR SHANGHAI.

## THE Steamship

## "ELITA NOSSACK."

Captain Bruhn, will be despatched for the above port on TUESDAY, the 23rd inst., at 4 P.M.

For Freight, apply to **EAST ASIATIC TRADING CO., LD.,**  
Agents.

Hongkong, 15th April, 1901. [1026]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queen's Land Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 5th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B. Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 15th April, 1901. [1027]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

## "SUEVIA."

Captain Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. the 15th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance will be effected.

**SIEMSEN & CO.,**  
Agents.

Hongkong, 15th April, 1901. [1034]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LD.**  
Agents.

Hongkong, 15th April, 1901. [11]

## STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LD.**  
Agents.

Hongkong, 15th April, 1901. [11]

## STEAMSHIP "OLYMPIA."

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Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LD.**  
Agents.

Hongkong, 15th April, 1901. [11]

## STEAMSHIP "OLYMPIA."

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Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LD.**  
Agents.

## ENTERTAINMENT

## THEATRE ROYAL.

## CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (TUESDAY), APRIL 16th.

## THE BROUGH COMEDY CO.

## BROUGH COMEDY CO.

## BROUGH COMEDY CO.

Mrs. BROUGH.

Miss Temple. Miss Ada Rochfort.

Miss Grace Noble. Miss Gillies Brown.

Miss Beattie Thompson. Miss De Courcy.

Miss Evelyn Marthase.

Mr. W. T. Lovell. Mr. H. Grafton.

Mr. Reg. Darter. Mr. M. Majorani.

Mr. Leslie Victor. Mr. G. McMahon.

Mr. McIntyre. Mr. Hards.

Mr. P. Brough.

## TUESDAY AND WEDNESDAY.

April 16th and 17th.

## FIRST PRODUCTION IN HONGKONG.

## OF THE

## "TYRANNY OF TEARS"

## "TYRANNY OF TEARS"

## "TYRANNY OF TEARS"

A Comedy in Four Acts, by C. HADRON CHAMBERS.

## THURSDAY AND FRIDAY.

April 18th and 19th.

## FIRST PRODUCTION IN HONGKONG.

## OF THE

## "THE LIARS"

## "THE LIARS"

## "THE LIARS"

An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

## SATURDAY AND MONDAY.

April 20th and 21st.

## FIRST PRODUCTION IN HONGKONG.

## OF THE

## "THE GAY LORD QUEX"

## "THE GAY LORD QUEX"

## "THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

The Box plans for the First SIX PERFORMANCES are now on view at THE ROBINSON PIANO CO.

PRICES AS USUAL.

Boxes ... \$15.00

Dress Circles and Stalls ... \$3.00

Pit ... \$2.00

Back Seats ... \$1.00

Doors open 8.30. Curtain 9 P.M.

Carriages 11.30.

Hongkong, 8th April, 1901. [968]

## WILLIAM POWELL, LIMITED.

## INCORPORATED under the Companies Ordinance of Hongkong, whereby the Liability of Shareholders is limited to the amount of the SHARES.

CAPITAL ... \$120,000

DIVIDED INTO 12,000 SHARES OF \$10 EACH.

5,000 Shares have been Subscribed Privately, the remaining 7,000 Shares are offered to the Public.

## DIRECTORS:

ALEXANDER TILLET.

CANADIAN PACIFIC RAILWAY CO.

HENRY HUMPHREYS.

Messrs. JOHN D. HUMPHREYS & SON.

## BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

## GENERAL MANAGEMENT.

The Management of the Business will be conducted as heretofore until the engagement of a competent Manager by the Co's Agents in London.

## SOLICITORS:

Messrs. MOUNSEY & BRUTON.

39 and 41, DES VEXES ROAD.

## AUDITOR:

WILLIAM H. GASKELL.

## PROSPECTUS.

The Company has been formed for the purpose of acquiring and extending the business at present carried on by W. POWELL & Co., Queen's Road Central, Drapers, Furnishers, Milliners, Outfitters, and Upholsterers, &c.

The business was established over sixteen years ago by WILLIAM POWELL, Junior, who has now retired owing to ill-health.

The vendor is confident that the business can be further developed, especially in the furnishing department, with an increasingly profitable trade.

The purchase price is based upon the Balance Sheet of the vendor dated the 26th July, 1900, as certified by W. H. GASKELL, Accountant, and the Company will take the net profits as from the 1st July, 1900.

The vendor will provide all preliminary expenses of the formation and bringing out of the Company, and the issue of its Capital.

The vendor, WILLIAM POWELL, Junior, will enter into an agreement with the Company for the sale and purchase of the business.

Prospectuses together with Application Forms, can be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION, Queen's Road, or from W. H. GASKELL, 14, Des Vexes Road.

Share Lists will CLOSE on the 30th day of April, 1901.

Hongkong, 4th April, 1901. [944]

## BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

## BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1899.

[278]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for Account of the Estate of the late Dr. A. P. DE CARVALHO (Deceased).

TO-DAY (TUESDAY),

the 16th April, at 11 A.M., at their Sales Rooms, Ice House Street.

**SUNDAY GOODS AND EFFECTS** (belonging to the above Estate).

Terms:—As usual.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 13th April, 1901. [1011]







## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	SOBRON	Brit. str.	—	L. M. Wibmer, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	DOCKREUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 18th May.
LONDON	PYRENE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
BREMER VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	G. Cappers	MELCHERS & CO.	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On 18th inst., at 10 A.M.
MARSEILLES, &c., via Ports of Call	OCEANION	Brit. str.	—	Schmitz	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	Ostermann	DODWELL & CO., LIMITED	On or about 4th May.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	J. Truebridge	DODWELL & CO., LIMITED	On 26th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	OLYMPIA	Brit. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA, B.C., &c., via SHANGHAI, &c.	IDZUMI MARU	Jap. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 1st May.
SAN FRANCISCO via SHANGHAI, &c.	TARTAR	Brit. str.	—	—	U. & O. S. S. Co.	On 7th May, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	GARLIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 23rd inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	PACIFIC MAIL S. S. Co.	On 30th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SAN FRANCISCO via SHANGHAI, &c.	STREATHLEY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 9th May, at 5 P.M.
TRIESTE, &c., via Ports of Call	MOSE	Aus. str.	—	Mitka	SANDER, WIELER & CO.	On 20th inst., P.M.
YOKOHAMA & KOBE	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
YOKOHAMA & KOBE	HROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA & KOBE	SURUYA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On or about 22nd inst.
YOKOHAMA & KOBE	INDUS	Brit. str.	—	Richter	MESSAGERIES MARITIMES	On 23rd inst., at 4 P.M.
YOKOHAMA & KOBE	ELITA NOSSACK	Ger. str.	—	W. Hayward, R.N.R.	EAST ASIATIC TRADING CO., LD.	On or about 20th inst.
YOKOHAMA & KOBE	CEYLON	Brit. str.	—	R. Heintze	P. & O. S. N. Co.	On or about 27th inst.
YOKOHAMA & KOBE	BALLAARAT	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	PRINZ HEINRICH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
YOKOHAMA & KOBE	HUNAN	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 24th inst., at Daylight.
YOKOHAMA & KOBE	AKASHI MARU	Jap. str.	—	Robson	DOUGLAS LARPAK & CO.	On 24th inst., at 10 A.M.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	—	K. Sudzuki	MITSUI BUSSAN KAISHA	On 21st inst.
YOKOHAMA & KOBE	HAIRONG	Brit. str.	—	K. Sobajima	MITSUI BUSSAN KAISHA	On 21st inst.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	Bathurst	DODWELL & CO., LIMITED	On 19th inst., at 4 P.M.
YOKOHAMA & KOBE	TEINAN	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 23rd inst.
YOKOHAMA & KOBE	CHERYDRA	Brit. str.	—	Cox	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
YOKOHAMA & KOBE	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 26th inst., at Noon.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTH AMERICAN PORTS AND TUGBOATS N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PORTS OF CALL IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	STEAMERS	SAILING DATES
KONIG ALBERT	WEDNESDAY	17th April
PRINZESS IRENE	WEDNESDAY	17th April
PRINZ HEINRICH	WEDNESDAY	17th April
PREUSSEN	WEDNESDAY	17th April
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	18th April
SACHSEN	THURSDAY	18th April
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	18th April
BAYERN	THURSDAY	18th April
STUTTGART	THURSDAY	18th April
KONIG ALBERT	THURSDAY	18th April
PRINZESS IRENE	THURSDAY	18th April
PRINZ HEINRICH	THURSDAY	18th April
PREUSSEN	THURSDAY	18th April
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October
SACHSEN	WEDNESDAY	16th October
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	16th October
BAYERN	WEDNESDAY	16th October

Calling at Amsterdam.  
ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain O. Cappers, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 15th April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th April, and will be received at the Agency's Office until Noon on TUESDAY, the 16th April.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Feet Cube in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS &amp; CO., AGENTS.

Hongkong, 4th April, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.  
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 28th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS in the TRANS-PACIFIC ROUTE. The TRAINS make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 8, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at the Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are famed and operated by the Company, and their appointments and cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent.

Hongkong, 4th April, 1901.

## COMPAGNIE DES MESSEGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX.

ON MONDAY, the 22nd April, 1901, at 1 P.M. the Company's Steamship "OCEANION" Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.  
This Steamer connects at COLOMBO with the ste. Ville de la Citadelle, which vessel takes on her Passengers and Mails, leaving that port on the 4th May, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 5 P.M. on the 21st April. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 16th April, 1901.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.  
THE COMPANY'S STEAMSHIP

"TARTAR" (4,425 Tons).  
Captain G. D. Bowles, R.N.R. will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo FOR VICTORIA AND VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.  
For Freight or Passage, apply to:  
D. E. BROWN, General Agent, Hongkong.  
Hongkong, 4th April, 1901.

## SHIPPING.

**ARRIVALS.**  
April 14, BURNSIDE, American str., 1,400, A. H. Laffin, Manila 11th April, Cables—GOVERNMENT.  
April 14, CHARLES ROUILLER, Belgian str., 1,291, Ch. Herfuth, Saigon 9th April, Rice—DOWELL & CO., LD.  
April 14, CHINA, German str., 1,119, P. Voss, Bangkok 8th April, Rice—CHINESE.  
April 15, HAILAN, French str., 377, Melrose, Baku and Hothow 14th April, General—A. R. MARY.  
April 15, HOIRAO, French str., 509, Melrose, Hainan and Hothow 14th April, General—A. R. MARY.  
April 15, SZCHUEN, British str., 1,158, A. H. Hall, Wuhu and Chinkiang 10th April, General—BUTTERFIELD & SWIRE.  
April 15, WOSANG, British str., 1,127, Johns, Wuhu 5th April, Rice—JARDINE, MATHESON & CO.  
April 15, ZWISSEN, British str., 946, Ainsworth, Saigon 11th April, General—CHINESE.  
April 15, ANDALUSIA, German steamer, 5,441, Ehlers, Wilhelmshaven via Colombo 4th April—STRESEN & CO.  
April 15, ARIANE MARU, Jap. str., 2,193, T. Tsakia, Kuchino 10th April, Coal—M. B. KAISHA.  
April 15, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 12th April, General—CHINESE.  
April 15, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 12th April, Sugar—JARDINE, MATHESON & CO.  
April 15, SURUYA, German str., 5,009, Wagner, Hamburg 27th February and Singapore 9th April, General—STRESEN & CO.  
April 15, DR. HANS JAKO KIBER, Norw. str., 691, Larsen, Canton 13th April, General—E. A. TRADING CO., LD.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
15th April.  
Ulysses, British str., for Shanghai.  
Tondalus, British str., for Singapore.  
Idonea, British str., for Singapore.  
Szechuen, British str., for Canton.  
Flamuria, German str., for Canton.  
Independent, German str., for Swatow.  
Hainan, German str., for Chefoo.  
Wongkut, German str., for Yapp.  
Taiyo Maru, Japanese str., for Chefoo.

## DEPARTURES.

April 14, LALPOORA, British str., for Amoy.  
April 14, LOYAL, German str., for Java.  
April 14, TACHOW, German str., for Swatow.  
April 15, GOLIAH, British battleship, for Shanghai.  
April 15, ULYSSES, British str., for Shanghai.  
April 15, SZCHUEN, British str., for Canton.  
April 15, FLANDRIA, German str., for Canton.  
April 15, LIZARD, British gunboat, for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Luzon.  
KOWLOON DOCKS.—U.S.S. Isla de Luzon, U.S.S. Bennington, U.S.S. Yorktown, Hanoi, Hico, Lang Tsing, Hangchow, Clavering, Pang-ay, Compania de Filipinas, H. M.S. Ocean, Sigs, Shantung, Kweiyang, Burnside, Argus, Strathgyle.  
COSMOPOLITAN DOCK.—U.S.S. Concord, Colonies, Perth, Petrona, Tartar.

## SHIPPING REPORTS.

The British steamer Fushun, from Shanghai 12th April, had light variable winds, calms and fog throughout.  
The Belgian steamer Charles Rogier, from Saigon 9th April, had fine, clear weather and light easterly wind.  
The British steamer Loongang, from Manila 12th April, had light northerly breezes, hazy weather, smooth sea, thick fog in the proximity of Waglan.  
The British steamer Wosang, from Wuhu 5th April, had light variable winds and cloudy with occasional rain from Steep Island to Lamooks. From Lamooks to Breaker Point dense fog, thence to port light variable air and haze. On 14th spoke Kweiyang, off Pedro Blanc, from Hongkong for the North.

## VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH" OF THE NORDDEUTSCHER LLOYD, Captain E. Heintze, due here with the outward German Mail about TUESDAY EVENING, the 16th inst., will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 13th April, 1901.

## VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADEIATIC PORTS).  
THE Company's Steamship

"TRIESTE" Captain Mitka, will be despatched as above TO DAY, the 16th inst. Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 8th April, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship  
"AKASHI MARU" Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 17th April, at DAYLIGHT.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 3rd April, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship  
"CHERYDRA" Captain Cox, will be despatched as above on THURSDAY, the 18th inst., at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 13th April, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship  
"GISELA" Captain Mosca, will leave for the above places on SATURDAY, the 20th inst., P.M.  
For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 15th April, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship  
"MAIDZURU MARU" Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 21st inst.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 15th April, 1901.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.  
THE Steamship

"SOBRON" Captain L. M. Wibmer, R.N.R., carrying His Majesty's Mails, will be despatched from Marseilles and London on SATURDAY, the 27th April, at Noon, taking passengers and cargo for the above ports.  
All Cargo for Marseilles and London will be conveyed direct without transshipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 15th April, 1901.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	CANDIA	10 A.M. 18th April	Freight or Passage.
SHANGHAI AND JAPAN	CANTON	About 20th April	Freight or Passage.
LONDON, &c.	SOBRON	Noon, 27th April	See Special Advertisement.
SHANGHAI	BALLAARAT	About 27th April	Freight or Passage.
LONDON	CANTON	About 18th May	Freight or Passage.

PASSENGER SEASON, 1901.

s.s. SOBRON ... 7,382 tons April 27th ... Without Transshipment.  
For Further Particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 15th April, 1901.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DEPARTURES	SAILING DATES
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 19th April, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at NOON.
IDZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIKOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at NOON.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 26th April, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 26th April, at NOON.
K. Kori	SYDNEY and MELBOURNE, via TOWNVILLE and BEISBANE	FRIDAY, 26th April, at 4 P.M.
YAWATA MARU	—	—

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and the Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA, Manager.  
Hongkong, 13th April, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,337	J. Truebridge	April 26th
TACOMA	2,311	A. Dixon	May 17th
VICTORIA	3,502	J. Paxton	May 28th
DUKE OF FIFE	3,521	J. S. Cox	June 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £23.  
Excellent accommodation. First-class Table, Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 44 hours. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.  
HONGKONG TO VICTORIA AND TACOMA, £35.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYRA and ST. MICHAEL.  
Rates of Passage to other Points on application.  
A special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.  
Hongkong, 16th April, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong:—  
ANOTHER ORION, American ship, Ansbury, Shanghai, 20th April.  
CLAVERING, British str., J. Barker—Doddwell & Co., Ltd.  
COMPANIA DE FILIPINAS, Amer. str., D. Mignat—Orin—Bradford & Co.  
LOUIS J. KERRY, Amer. str., A. H. Olsen—Master.  
PANGLOSS, British str., R. B. Munro—Chinese.  
SEA WITCH, American ship, Howe—Master.



# VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 18th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 2nd May.
HOMEWARDS.		
TO	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 16th April.
LONDON via MANILA	"AGAMEMNON"	On 19th April.
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LIVERPOOL (Taking Cargo at London Rates)	"PYRRHUS"	On 15th May.

The S.S. "ULYSSES" arrived on Saturday morning from GLASGOW and LIVERPOOL and will sail for SHANGHAI and JAPAN to-night.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"HUNAN"	On 19th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 23rd April.
MANILA	"TSINAN"	On 23rd April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th April, 1901.

### FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATHEA", "FERDINAND", and "LOWTHER CASTLE".

For Freight, apply to

DODWELL & CO. LD., Agents.

Hongkong, 8th April, 1901.

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### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Asumi will be despatched for the above ports on WEDNESDAY, the 24th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSHEN KAISHA, Agents.

Hongkong, 10th April, 1901.

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### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaonic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

Doria (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th April, 1901.

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# VESSELS ON THE BERTH.

## U.S. MAIL LINE.

### PACIFIC MAIL STEAMSHIP COMPANY.

#### VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, 1901, at Noon.

THE Company's Steamship "CITY OF FRANCISCO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

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### UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE full-powered Steamship

"ASTORIA"

Captain Ostermann, will be despatched for the above port on or about 4th May.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 15th April, 1901.

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### HONGKONG STEAMERS.

Agamemnon, Brit. str., 4,461, Nish, April 13.

Albatross, Brit. str., 974, Suzuki, April 13.

Albatross, Brit. str., 974, Suzuki, April 13.

America Maru, Jap. str., 3,216, Going, April 12.

Andalusia, German str., 3,441, Ehlers, April 15.

Apennine, German str., 611, Lorenzen, April 1.

Ariake Maru, Jap. str., 2,193, Tasaka, April 15.

Athenian, Brit. str., 2,444, Mowatt, April 8.

C. P. R. Co.

Benlomond, Brit. str., 1,752, Hutton, April 13.

Gibb, Livingston & Co.

Barnside, Amr. str., 1,400, Laffin, April 14.

U.S. Government

Canton, British str., 1,110, Lawrence, April 13.

Jardine, Matheson & Co.

Chas. Rogier, Belgian str., 1,291, Herforth, April 14.

Dodwell & Co., Limited

Cheledra, British steamer, 1,567, Cox, April 9.

Jardine, Matheson & Co.

China, German steamer, 1,113, Voss, April 15.

Siemssen & Co.

Clavering, British str., 2,255, Barker, Mar. 30.

Dodwell & Co., Limited

Compania de Filipina, Amr. str., 707, Oris, April 3.

Brandao & Co.

Daphne, German str., 1,390, Nissen, April 9.

Siemssen & Co.

Diamante, British str., 1,225, Ramsay, April 14.

Shewan, Tomes & Co.

Dr. Hans Jerg Kier, Norw. str., 691, Larsen, April 11.

East Asiatic Trading Co. Ltd.

Eva, German steamer, 2,033, Peterson, April 7.

Arnhold, Karberg & Co.

Fushun, British steamer, 1,500, Lunt, April 15.

Chinese

Hailan, French steamer, 377, Merlees, April 15.

A. R. Marty

Hailong, British str., 783, Bathurst, April 14.

Butterfield & Swire

Idzumi Maru, Jap. str., 2,391, Curnow, April 9.

Nippon Yusen Kaisha

Ileios, American steamer, 83, Pou, Mar. 20.

A. R. Marty

Independent, German str., 871, Holtz, April 11.

Chinese

Kwaiyang, Brit. str., 1,062, Outerbridge, April 4.

Butterfield & Swire

Loongang, British str., 1,090, Weigall, April 15.

Jardine, Matheson & Co.

Butterfield & Swire

Marie Johnson, Ger. str., 1,700, Hemmert, April 14.

Johnson & Co.

Polyang, German str., 1,77, Weiss, April 10.

East Asiatic Trading Co., Limited

Perla, British steamer, 1,284, Almond, Mar. 24.

Shewan, Tomes & Co.

Petrarch, German str., 1,252, Uecker, Mar. 24.

Melchers & Co.

Petrarch, British str., 900, Snape, Mar. 25.

Arnhold, Karberg & Co.

Pingway, British str., 4,140, Pernell, April 7.

Jardine, Matheson & Co.

Pronto, German str., 632, Grandt, April 14.

Siemssen & Co.

Shantung, British steamer, 1,635, Quail, April 2.

Butterfield & Swire

Skurpmo, Norw. str., 1,130, Tallefsen, April 11.

T. M. Stevens

Skuld, Norwegian str., 913, Berlom, April 12.

Chinese

Strathgyle, British str., 3,284, Gordon, April 5.

Butterfield & Swire

Suavia, German str., 5,009, Wagener, April 15.

Siemssen & Co.

Sullberg, German str., 782, Jessen, April 12.

Siemssen & Co.

Taigo Maru, Jap. str., 763, Kakimi, April 12.

Order

Taishun, Amr. str., 1,216, Patterson, April 8.

Chinese

Taiton Maru, Jap. str., 2,000, Hirai, April 13.

Mitsui Bussan Kaisha

Tantalus, British str., 2,281, Gregory, April 14.

Butterfield & Swire

Tartar, British steamer, 2,708, Bowles, April 4.

C. P. R. Co.

Thalia, British steamer, 820, Robbins, April 14.

Douglas Lapaik & Co.

Thyra, British str., 2,244, Dunning, April 9.

Order

Trieste, Austrian str., 3,023, Mitis, April 14.

Sander, Wiele & Co.

Wongkoi, German str., 1,115, Muhle, April 11.

Melchers & Co.

Wosang, British str., 1,127, Johns, April 15.

Jardine, Matheson & Co.

Zwena, British str., 946, Ainsworth, April 15.

Chinese

RAILWAY VESSELS.

Adolph Obier, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Hattie C. Smith, Amr. schr., 45, Riley, Feb. 24.

Master

Largo Bay, British ship, 1,178, Adams, April 7.

Sander, Wiele & Co.

Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30.

Master

Luzon, Amr. 4-m. schr., 512, Anderson, Mar. 31.

Holliday, Wise & Co.

Madagascar, British 4-m. bark, 1,397, Smith, Mar. 4, Standard Oil Co.

Paul River, Amr. ship, 1,641, Wilson, Feb. 20.

Standard Oil Co.

President, British bark, 766, Manro, April 3.

Chinese

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.

Master

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**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th April, 1901

As was thought probable, the election by the ratepayers of two representatives to serve on the Sanitary Board yesterday resolved itself into a farce. Some fifteen gentlemen assembled at the City Hall at the stated hour, but no nominations were made. After an appeal to Dr. HARTIGAN to stand again and a brief but interesting discussion by Messrs. G. W. F. PLAYFAIR, J. W. NORTON KYRSE, and R. C. WILCOX, who between them brought out the position of affairs very clearly, the meeting broke up. The ratepayers by their action no doubt wished to convey their sense of the absolute infutility of the Sanitary Board as at present constituted and controlled. It is in these circumstances very unfortunate that a larger and more representative body of ratepayers did not make a point of presenting themselves at the City Hall, for we fear that it will now be said that the fiasco was due simply to that fatal apathy which envelopes public affairs generally in Hongkong. It was most desirable, if a protest was to be made in this form, that it should be well backed by numbers, so as to avoid any such misunderstanding as now seems probable. The result, however, is in any case the same, that popular representation on the Sanitary Board is at an end. The Unofficial element is all but extinct; it will cause little wonder if shortly it should be altogether extinct. We shall be deprived of the pleasure of reading so much of the academic discussions in which the Sanitary Board has been wont to indulge. For the present, that appears to be all that is likely to happen. Time and the growth of a strong public opinion in Hongkong alone can modify the position.

The Report of the Food Supply Commission, signed by Messrs. E. OSBORNE, A. M. MARSHALL, F. MAITLAND, FONG WA CHUN, and Dr. W. HARTIGAN, which was published in the Government Gazette of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is set out in the letter of the above-mentioned gentlemen to Mr. FRANCIS, K.C., and that of Mr. FRANCIS in reply, which we reprint to-day in another column, and there is no need for further comment. The Report being at last made public, nearly eleven months after the Commission was appointed, and little less than four months after it was forwarded to the Government, it remains to consider what the Commission has been able to discover on this very important question. The table of percentages of rise in the wholesale and retail prices of common articles in the course of five years fully bears out the universal complaints about the price of living, culminating in the petition presented to the Legislative Council on the 29th March, 1900, by the Hon. T. H. WATTS, HEAD on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, ground-nut oil, and firewood are enough to make even those whose income is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are affected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouches for no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. BREWIN before the Commission on the 29th July may be read. Mr. BREWIN said: "When the price of rice rises, the price of everything in China goes up. There is then less poultry and less pork in the country. It is a sort of extra tax on the people if they have got to pay more for their rice, and they won't keep the animals if they have got to buy rice for them." The Report goes on to allude to the effect of the increased naval and military forces in Hongkong and Manila, and then touches on a most important point on which the Commission was able to throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anyone reading the accounts of the examination of TUNG WING and LEE SING last July will admit that the Commission does not put the case by any means too strongly in the sixth section of the Report. In his examination Mr. LADDS, Colonial Veterinary Surgeon, cautiously admitted having "heard sundry rumours of people who put up prices, and that several Europeans have been interested in the beef trade here." He had also "seen something in the papers about it, but never had any actual evidence." Such actual evidence is practically impossible to obtain, but the presumption, founded on other evidence before the Commission, leaves no doubt in the reader's mind as to the existence of this most serious evil, a combination to keep up prices.

It will be seen that the Commission admits its failure to elicit by means of its enquiries any practical remedies of real value, but its recommendations nevertheless deserve full attention. We have already written more than once, on the necessity for increased market accommodation, and we are glad to see the Commission put this suggestion in the forefront of the programme. The recommendation to drive out the vendors of tinned food and such stores aims at the same object, and is prompted by commonsense. The suppression of piracy requires no support: its necessity has been recognised for years past. The fourth recommendation is also one which appeals to the sense of everyone in the colony. The new Praya Reclamation Scheme is a step in the desired direction, and when it is followed, as it must ultimately be, by adequate means of rapid communication with the centre of business, should have a notable effect. All further expansion will in the same way need to be accompanied by tram and ferry service, if it is to be of real use to the colony. The fifth and sixth recommendations are less important, but they will, we should imagine, arouse no opposition. It will be noted, however, that the Commission is of the opinion that the present market rents are not excessive, and have not contributed to the rise in prices. The last recommendation, which is contained in

the ninth, tenth, and eleventh sections of the Report, deals with the encouragement of stock-breeding and vegetable-growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it in a few lines. The New Territory, as it now is, is the colony's "white elephant," except from a political and strategic point of view. It brings in practically nothing in return for its cost to Hongkong, and to the non-official mind the slowness of its exploitation is inexplicable. Without denying that the Land Court and Police work is being done very thoroughly, we do not think that it is too early to consider such a scheme as the Commission put forward. The remarks of Mr. LADDS on the prospects of cattle-breeding in the New Territory (p. 47 of the Report) should be read. We shall, however, return to this subject in a future issue.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain. The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. *Goliath* left yesterday for Shanghai, and the *Lizard* for Canton.

We are requested to state that Mrs. Gascogne's Thursday afternoon "At Homes" will be discontinued until further notice.

A musketry camp will be formed at Stonecutters to-day, when the Royal Welsh Fusiliers will commence their annual course of musketry for 1901.

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese), and three fresh cases of small-pox (two Chinese, one other Asiatic), with one death (Chinese).

The return of visitors to the City Hall Library and Museum during last week shows that the former institution was visited by 303 non-Chinese and 53 Chinese, the latter by 140 non-Chinese and 1,614 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowloon yesterday morning for inspection by the Major-General Commanding. The 5th Hyderabad Contingent will be inspected to-morrow.

The annual chess match by "cable," between America and the British Isles, will be contested this year on Friday and Saturday, April 19 and 20. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator.

As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, 19th and 20th, inst., commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Remount Depot has rendered it necessary to strike them out of the mounted portion of the programme.

Mr. G. J. W. King yesterday afternoon offered for sale, at the office of the Public Works Department, one lot of Crown land, Inland Lot 1,635, situated at Tai Ping Shan, which has an area of 1,300 square feet, the annual rental being \$23. The upset price was \$7,200. There was only one bid of \$20, and the lot went to Yau Shui Chi (for Chun Tin Sun), 12, Guttsloff Street, for \$7,200.

Mr. W. F. Aldrich, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. Rublee, one of the editors of the *Milwaukee Sentinel*, as Consul General at this port. Mr. Rublee is a passenger by the *ss. China*, which is advertised to leave San Francisco to-morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

Ancient the erection of a building for the risk-shed coolies and their vehicles, referred to in our issue of Saturday, we are now enabled to state that the necessary plans have been prepared and will be at once submitted to the Government. The site chosen for the building is Marine Lot 205, and the area of the space set apart for coach-house accommodation is 4,082 square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitchens, bath-rooms, privies and wash-houses, and at the front there will be a spacious verandah. Mr. John Lemm of Queen's Road Central is the architect.

We have had several complaints from correspondents regarding the present irregularity in the water supply. One of our correspondents states that for the last two or three days, fearing that the water would be cut off suddenly, he has stored regularly each morning a supply to last for the day. The water was never turned off. Yesterday, relying on the heavy rains of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the Gazette about the water supply was on the 6th inst., when it was specified, *inter alia*, that below Caine Road (just below which our correspondent resides) the supply of water would be turned on between 8 and 10 a.m. only. Apparently what happened was exactly the reverse.

Foreign engineers are reported to have started from Hankow for Kwangchow to examine into the mineral resources of the province.

The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to the *Tamar*, to date 14th March.

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sums for the extension of the Convent:—Nicholas Post, Esq. ... \$200.00 C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the *Mainichi* reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They urge that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuria, and concentrate her entire strength in Korea. Strange to say, the correspondent writes, Russia has given up her designs on Korea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of reserve.

Fresh missionary troubles are reported from Kiangsi and Szechuen. Recently an American bought land at a place called Kinfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsiang-tsi Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair. Another case has occurred at Ta Chien-lin, Szechuen. A Roman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borneo Company have secured the money on their debt-bond issue of £200,000. The *L. & C. Express*, commenting on this, says:—"Apart from the moiety required for the railway, the other half will be available for other public works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Malay States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors to revenue as Chinese usually are, is badly needed."

The trial trip of the steam launch *Matula*, which has been built and engine by the Yat Sing firm to the order of Mr. Luis R. Yanco of Manila, took place on Sunday last. The launch is 80 feet long, and possesses a powerful engine for a vessel of her dimensions. The speed attained on the trial was 11 knots, steaming at 50 lbs. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Guimenez of Mijares, and will be used for towing purposes at Manila. She is fitted off with two cabins, one for the captain and the other for the chief engineer, and the engine-room is well protected from the elements. In all she is a smartly constructed craft, and will be taken down to Manila by a crew shortly expected from the Philippines. During the trip Mr. Guimenez was highly congratulated on the success which had attended his labours in the construction of such a neat and trim little craft.

In the lawn tennis match on Saturday afternoon between the Ladies' Recreation Club and the Hongkong Cricket Club, the former won by sixteen games, the figures being—L.R.C., 84 games; H.K.C.C., 68 games. Yesterday's results in the various tournaments were as follows:—Championship—E. F. Mackay beat Clapham (6-2, 6-4, 6-2); A. Class Handicap—A. H. Hollingsworth, 15-2, beat E. J. Grist, 6-3, 6-3; B. Class Handicap—J. Hooper, 6-3, 6-3; C. Class Handicap—J. Hooper, 6-3, 6-3; D. Class Handicap—J. Hooper, 6-3, 6-3; E. Class Handicap—J. Hooper, 6-3, 6-3; F. Class Handicap—J. Hooper, 6-3, 6-3; G. Class Handicap—J. Hooper, 6-3, 6-3; H. Class Handicap—J. Hooper, 6-3, 6-3; I. Class Handicap—J. Hooper, 6-3, 6-3; J. Class Handicap—J. Hooper, 6-3, 6-3; K. Class Handicap—J. Hooper, 6-3, 6-3; L. Class Handicap—J. Hooper, 6-3, 6-3; M. Class Handicap—J. Hooper, 6-3, 6-3; N. Class Handicap—J. Hooper, 6-3, 6-3; O. Class Handicap—J. Hooper, 6-3, 6-3; P. Class Handicap—J. Hooper, 6-3, 6-3; Q. Class Handicap—J. Hooper, 6-3, 6-3; R. Class Handicap—J. Hooper, 6-3, 6-3; S. Class Handicap—J. Hooper, 6-3, 6-3; T. Class Handicap—J. Hooper, 6-3, 6-3; U. Class Handicap—J. Hooper, 6-3, 6-3; V. Class Handicap—J. Hooper, 6-3, 6-3; W. Class Handicap—J. Hooper, 6-3, 6-3; X. Class Handicap—J. Hooper, 6-3, 6-3; Y. Class Handicap—J. Hooper, 6-3, 6-3; Z. Class Handicap—J. Hooper, 6-3, 6-3.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *König Albert* left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-morrow at daylight.  
The P. & O. steamer *City of Peking*, with mails, &c., from San Francisco to the 23rd March via Honolulu, has arrived at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.  
The M. M. steamer *Indus*, with the next French mail, left Singapore this morning, at 5 o'clock, for this port via Saigon.  
The O. S. S. *Calcutta* left Singapore at noon on 14th inst., and is due in Hongkong on 19th inst.  
The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 13th inst.  
The N. Y. K. steamer *Kanaga Maru* (Australian Line) left Manila for this port 14th inst., and is expected to arrive here on the 16th inst.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 15th April, 8.20 p.m.

## A NEW CAPITAL FOR CHINA.

The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

## GENERAL NEWS.

London, 14th April, 7.15 p.m.

## HAGUE COURT OF ARBITRATION.

The Powers have notified that the Hague Court of Arbitration has been constituted; but China, Luxemburg, Mexico, and Turkey have not as yet signed the convention.

## THE MARKETS.

The cotton markets are quiet. The iron and steel market at New York is strong, and an advance in prices is probable.

## SANITARY BOARD ELECTION.

A FALSCO. According to a notice published in the Government Gazette, and pursuant to section 4 of the Public Health Ordinance, 1901, Mr. J. W. Norton Kyrse attended at the City Hall yesterday afternoon, at 4 o'clock, as president of "an election by the ratepayers of two members to the Sanitary Board to take the places of Dr. Hartigan and Mr. McKie, who have resigned their seats on the Board."

Mr. D. Wood and Mr. Almada e Castro attended as scrutineers. The ratepayers present were G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, G. W. F. Playfair, T. H. Reid, E. Robinson, A. B. Skelton, W. M. Watson, Messrs. B. C. Wilcox and G. F. Williams.

On the stroke of the hour the President rose and said:

Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. I know what time and labour it means to some of you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigan will allow himself to be re-nominated?

There was no response for a moment or two, and the President again rose, saying:

Gentlemen, will you allow me to give you my experience, just to try and see if I can arouse some interest in such matters. I cannot do otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so.

A Voice:—Yes, go on!

The President: Well, gentlemen, when I first went to the Straits, our neighbouring Colony, in 1886, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact, and it came under my notice at the time, it was the intention of the Government to do away with the Municipal Corporation altogether, and I believe, as far as my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic disposition was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to say that it was only when the leading members of the community, and the principal inhabitants and business men saw that they were being deceived to let the repeal of the local law giving them more power, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at Penang and Singapore. I think however that, although comparisons are odious, and standing in good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time you can to the sanitary affairs of the Colony.

We must abide by the law, notwithstanding its defects, and it is a use of us trying to go against it. By proper representation in the quarter, a probable amendment of it might take place. I do not think by refusing to be elected you are doing yourself any good, and certainly you are doing no good to the community.

Mr. Playfair said that as the president had thrown Singapore and Penang in the teeth of Hongkong, he would like to hurl Shanghai back again. Shanghai was a model community as well as a "Model Settlement." He said that there was a fact, and it came under his notice in Shanghai, they had a Municipality elected by members of the community and yet governed, and here they could get the same good Government if they had fair representation. They could not expect members would allow themselves to be browbeaten by Government officials. That was the reason why they saw such apathy here. The people were not going to defend themselves and say they were going to be elected. The members of the Legislative Council should have been present and invited them. They were the people to do it.

Mr. Wilcox said he thought if they were to proceed to the election of any members that day it would be something like a farce, and he did not think the proceedings of the meeting should be allowed to develop into a farce. There were only fifteen present and the ratepayers of the Colony. The President: In reply, I think I may say that in 1883, Dr. Hartigan and Mr. McKie were nominated by members of the Legislative Council.

Mr. Wilcox: There was a regret on that occasion, and I think that although the attendance was small, it was more representative than at present. Here the gathering rose and left the room except one ratepayer, who stood for several moments gazing pensively at the polling booth which had been erected at the side of the hall. According to law the president and his attendants remained in the hall till 6 o'clock, up to which time there were no names put forward to fill the vacancies.

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## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## A MEMORIAL TO THE LATE QUEEN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April.

Sir,—With reference to my letter and your leader of the 8th inst., as a memorial to our late Queen, I have written a number of men, and find that with a few exceptions there appears to be little or no interest in undertaking anything further just now. This is, of course, not from any want of loyalty, but from a pretty general feeling of apathy, and at the same time of the late public subscription.

The Queen's statue can hardly be called a success, and to our discredit it lay for years in the godowns before it was erected. Since then it has had a cast-iron railing put round it, which is entirely out of keeping with it, and the statue itself has never been completed.

The Jubilee Road still remains a mystery, though the public subscribed something like \$60,000, and the Government undertook to add a like sum.

The Women's Hospital has been commenced at the Peak, but it can never be the hospital to which I thought I was subscribing; and this I know, the opinion of many other men.

With these examples before us, it is not surprising that men do not care to go in for anything new all they see some more results for what they have already subscribed to; still I think something can and ought to be done, and I therefore beg to make the following suggestions:

1. That His Excellency the Governor be asked to dedicate the New Clock Tower at Blake Pier as a memorial to our late Queen.

It would not only be a fitting memorial, but, having been decided to build this Clock Tower out of public funds, no subscription would be required.

2. That the public, having subscribed for the Jubilee Statue of our late Queen, should complete that work by the erection of the bronze at the four corners of the canopy. This would complete the original design and vastly improve the appearance of the whole. It would only cost a few hundred pounds to do, and surely there should be no trouble in raising such a sum.

We should then not only have a suitable memorial to our late Queen, but also complete a work which has been standing unfinished for too long.—I am, Sir, yours, &c.,

L. K. LEIGH.

## THE RATEPAYER'S ELECTION.

TO THE EDITOR OF THE "DAILY PRESS."

15th April.

Sir,—Referring to the ratepayer's meeting of to-day, I think the smallness of the attendance can be largely accounted for by the fact of the inconvenience of the hour named, viz. 4 p.m.

There are certainly many ratepayers who could not attend at that time, but who might be able to do so at 5.15 p.m. The poll should then remain open till 7 p.m.

SPECTATOR.

## A PUBLIC DANGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April.

Sir,—Are the Capt. Superintendent of Police, the Director of Public Works, and the members of the Sanitary Board aware that a public thoroughfare between No. 1, Queen's Road East and the military married quarters on the hill is being cut up and blocked up by a crowd of Chinese coolies?

This is the only suitable road in the vicinity which can be trained to connect Queen's Road East with the Kennedy and Macdonald Roads, and I have been informed that it is the intention of the Government to train this road. How is it, then, that these people have been permitted to cut up this road and entirely block it up for private use? This road connects the uninhabited street at the back of Wing Fung Lane West, and in case of fire the firemen would have to go right round to Wing Fung Street!

Again, the site which has been selected will be occupied as a timber yard, and coolies' quarters. This will not only be most dangerous to the neighbouring houses in case of fire, but the timber will prove the best hiding place for thieves and other bad characters. It was not long ago that some thieves robbed the adjoining military married quarters and hid their spoil in this very locality.

The Chinese coolies will also accommodate themselves and utilize the place as a "private" latrine, and it must not be forgotten that this site is immediately overlooked by the married quarters and other respectable Chinese family houses close by.

The Sanitary Board has been bothered enough by complaints from Kowloon, and surely it does not wish to be bothered again by complaints from this quarter.

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action.—I am, yours, etc.,

PRO BONO PUBLICO.

The Japanese Government having decided to relieve the garrisons in North China and Corea this month, the forces stationed at various places in Chihli will be replaced by three regiments from the First Army Division at Tokyo, while the garrisons in Corea will be relieved by one battalion despatched from the Fourth Army Division at Sendai. A number of steamers will be chartered by the Japanese Army Department for the above purpose.











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WOMAN'S WORLD:  
DOMESTIC AND SOCIAL.

BY EMINENT WOMEN WRITERS.

## [COPYRIGHT.]

THE DUTIES OF MOTHERHOOD.  
BY  
MRS. ADA S. BAILIN.  
Editor of "Baby: The Mother's Magazine,"  
and of "Womanhood."

Opponents of woman's progress are apt to  
contend that with the so-called emancipation  
of women from the former condition of house-  
hold drudge and entire dependency on her  
"lord and master," the duties of motherhood  
are apt to be neglected, and that women who  
in bygone years would have been the devoted  
slaves of their little ones now either remain  
childless, have fewer children, or hand the care  
of these children over to strangers. Although  
this may be true, if true it is, I think, only so  
in a very limited number of cases, for as long  
as human nature remains as it now is, the joy  
and privilege of maternity must appeal to the  
majority of women, and I am convinced that  
not only do the women of to-day take mother-  
hood more seriously and feel more impressed  
by their responsibility than they did in former  
years, but that the superior education of the  
woman of to-day, and the activity of her mental  
life is a direct benefit to the children. The devoted  
slave of former years may have sacrificed every  
other pleasure in life to the care of her children,  
and yet that care being untempered by judg-  
ment and not based upon a knowledge of infant  
necessities, was, I think, of less value to the  
children than the intelligent culture now be-  
stowed upon them. Women may and do have  
fewer children than in former years, but among  
those of the middle and upper classes there are  
fewer deaths, less disease, fewer deformities,  
and a vastly improved general condition of health.

Now, as in all ages, the baby brings love with it,  
but although love may possibly perform mir-  
acles it cannot give knowledge, nor save the little  
one from sickness, sorrow, and death, which such  
knowledge may avert. Those women who bene-  
fit by the higher education, have acquired a cer-  
tain habit of intelligent thought, of concentrat-  
ing their attention on the duties in hand, and of  
carefully considering what is best to be done.  
They would not, like the young mother of a  
former age, fly to so-called "experienced nurses,"  
whose knowledge is very often of a far more  
harmful than a beneficial kind, or to equally un-  
trustworthy friends for advice, and then follow  
it blindly; but they would rely upon their own  
judgment sufficiently to adopt advice if it seemed  
reasonable, or, if not, to reject it.

Take a case in point. A young mother of the  
educated classes who had engaged an expensive  
monthly nurse and a doctor of good repute, left  
the care of her new-born infant, while she her-  
self was ill, entirely to them. The child was  
born healthy and in capital condition, but at the  
end of the month, it had lost severely in weight,  
and ran a good chance of dying from in-  
digestion, when the mother sent for me  
in a hurry to see what was the matter.

What I found was this: the nurse had  
been giving the bottle too hot, which had set  
up catarrh of the stomach, and had been  
giving milk almost undiluted, which would be  
enough to disorder any ordinary infant's diges-  
tion. The doctor knowing such a supposed ex-  
cellent nurse had been engaged, had evidently  
not troubled himself about the matter at all. As  
soon as the mother was well enough to dispen-  
se with the nurse, the baby was put on artificial  
human milk, and with care and attention has  
grown up to be a fine little fellow. This only  
shows how unwise it is for a mother to trust to  
anyone, even those whom she has been taught to  
think are fitted by education to take better care  
of her child than herself. It is the mother's  
duty to study exactly what the infant requires,  
and the best method of supplying all its wants.

I cannot urge mothers too strongly to be  
cautious as to those to whom they entrust the  
care of their children even indoors, and much  
more so out of doors. Most nurses come from  
a class who are prodigal of infant life, and who  
think that the mere fact of having had children,  
quite independently of whether they have lived  
or died through ignorance, is sufficient to give  
them claims to the respect of a young mother.

One day in an omnibus, an elderly woman  
informed me that the baby she was nursing  
was her fortieth grandchild. "Nineteen living,"  
she said, "twenty-one we've buried. One of  
my daughters had thirteen, and buried eight."  
As she was getting out of the bus, she let the  
child's head hang over her arm, so that the last  
jerk would have dislocated its neck. "Mind his  
head!" I cried. "Oh, talk to me," she indi-  
cantly said, "with my experience!" Yet her  
experience had buried more than half the  
children experimented on.

Parents should never forget the immense  
responsibility conferred upon them by having  
brought children into the world. There are  
many who either tolerate children as a necessary  
evil, or treat them as playthings formed for their  
special amusement, rather than as rational hu-  
man beings who are affected from the very first  
for good or evil by their surroundings. Parents  
of considerable intelligence, who might manage  
the early life of their children extremely well if  
they would devote more attention to it, too often  
fall into the mistake of thinking that it will be  
soon enough to look after them when they are  
a little older, and saying, "You cannot do  
anything with babies," they leave them to  
the charge of servants. Yet it is the earliest  
impressions that are of the most importance  
as regards the future of the child: for from  
birth to the age of seven years, the growth  
and development of all the functions of  
the body and mind are immensely more  
rapid, so their care required during this period  
is immensely greater than at any other time.

Education, both mental and physical, should  
begin from birth. Not only can the senses be  
trained from the very first, but inherited  
evils of temper, etc., ought to be watched for  
and checked as they arise. Charles Darwin,  
who made a very careful study of the growth  
and development of his child, showed that dur-  
ing the first seven days only such reflex actions  
as yawning, stretching, and screaming were per-  
formed, but on the seventh, the mind was  
beginning to be reflective, and to react on the  
body, for when the naked sole of the baby's foot  
was touched with a piece of paper, baby jerked  
it away and curled its toes. At this time a  
warm hand applied to the baby's face excited  
a wish to suck. Even as early as  
during the first fortnight the child would  
start on hearing a sudden sound, and blink  
his eyes. Once, when the baby was sixty-  
six days old, his father sneezed, whereupon  
the child started violently, frowned, looked  
frightened, and cried rather badly, being for  
an hour afterwards in a nervous state. A few  
days before he had started at an object suddenly  
seen. This shows how early children become  
susceptible to their surroundings, and incident-  
ally that great care should be taken not to  
startle them by sudden sights and sounds at a  
time when they may already tend to set up a  
habit of nervousness. The passion of anger is  
early seen in young children. In Darwin's  
baby it showed itself at four months old, and  
when a little over seven months he screamed  
with rage because a lemon slipped away and he  
could not reach it with his hands. At eleven  
months old, if a wrong plaything were given to  
him he would push it away and beat it.

For the proper training of children, watch-  
fulness and knowledge are constantly required.  
Broad general rules of life apply to all children  
alike, but even in such elementary matters as  
feeding, infants require special study, and food  
that may suit one child admirably might as  
surely bring another to its grave. Each has  
physical peculiarities needing study and care,  
and each child has intellectual qualities and  
aptitudes which also need to be taken specially  
into consideration. No system of education,  
either physical or intellectual, can be complete,  
which treats all children as if each were a  
counterpart of the other. Under such a system,  
the weak ones are constantly overstrained, while  
the strong ones cannot obtain their fullest  
power. For this reason, stereotyped education  
in schools is not the best means of cultivating  
the highest talents. A curious thing was  
pointed out to me the other day by a  
graphologist, the truth of which was, of  
course, evident when I began to think about it.

It was that in endeavouring to study the charac-  
ter from the handwriting of those who have  
been educated under the School Board, there is  
no great resemblance that individuality seems to  
have been stamped out, and when she said that,  
I remembered a remark once made by a great  
statesman on the same subject, that the School  
Board was a vast machine for crushing all kinds  
and shapes of children's brains into one mould.

While the broad lines of education must of  
necessity be the same for all, we should beware  
of any tendency to check individuality and, by  
so doing, produce a stereotyped individual un-  
likely to rise to any kind of pre-eminence.

If the mother educates the child, it may  
equally truly be said that the child educates the  
mother, and let the woman candidly acknow-  
ledge that whether she be an ordinary woman  
of the world, or one of the advanced type that  
modern education gives, motherhood is the  
crown of a woman's life.

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Hongkong, 18th March, 1901. [782]

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The Public are hereby CAUTIONED  
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accepts no liability for the same.  
By Order of the Chief Manager in Saigon.  
For the BANQUE DE L'INDO CHINE,  
L. BERINDOAGUE,  
Acting Manager.  
Hongkong, 26th February, 1901. [601]

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PISTOLS.  
CALIBRE 7.63 m.m.  
With CHAMBER for 10 CARTRIDGES,  
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SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [78]

## NOTICES OF FIRMS

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MANN have been Authorized to Sign  
our Firm by PROCURATION from this date.  
CARLOWITZ & CO.  
Hongkong & Canton,  
11th April, 1901. [907]

NOTICE.  
WE have This Day Authorized Mr.  
PAUL BREWITT to Sign our  
Firm by PROCURATION.  
DARTLY & CO.  
Hongkong, 10th April, 1901. [979]

NOTICE.  
DURING the Absence of our Mr. E. W.  
MITCHELL from the Colony, Mr.  
EDMUND GUMPERT will take CHARGE  
of this Branch of our Firm.  
CALDBECK, MACGREGOR & CO.  
Hongkong, 25th March, 1901. [846]

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(Chain Stitch). WILCOX & GIBBS  
preferred.  
Apply—  
MACHINE.  
Care of Office of this Paper.  
Hongkong, 12th April, 1901. [989]

WANTED.  
EUROPEAN NURSEMAID.  
Apply to—  
"H."  
Care of Daily Press Office.  
Hongkong, 5th April, 1901. [957]

DULY QUALIFIED SURGEON for a  
Coasting Steamer carrying Native  
Passengers.  
Applications, stating terms, &c., to be  
addressed to—  
"SURGEON."  
Care of Daily Press Office.  
Hongkong, 6th March, 1901. [957]

REQUIRED by a First Class Mercantile  
House in Hongkong, an Experienced  
Man of Business to act as COMPRADORE.  
The Highest References required. No one need  
apply unless he is prepared to give substantial  
security in the sum of \$100,000. Apply in  
writing to—  
Messrs. JOHNSON, STOKES & MASTER,  
12, Queen's Road Central.  
Hongkong, 16th February, 1901. [517]

LARGE GODOWN WANTED for  
STORAGE of COAL.  
State situation, size, rent, to—  
E. L.  
Care of Office of this Paper.  
Hongkong, 14th February, 1901. [509]

WANTED.  
BY a YOUNG MAN, EVENING WORK,  
whether in the line of Bookkeeping,  
Revising of Accounts, Typewriting or General  
Office work. Hours: 5.30 to 8 o'clock.  
Apply to—  
M. A. C.  
Care of Office of this Paper.  
Hongkong, 6th February, 1901. [425]

NOTICE.  
TO AMATEUR PHOTOGRAPHERS.  
MEE CHEUNG  
BEGS to notify his many Customers that  
in order to meet the demands of AMA-  
TEUR PHOTOGRAPHERS he will open a  
NEW DEPARTMENT on 2nd April, 1901,  
which will be devoted exclusively to their  
interests. Two skilled operators in constant  
attendance.

Developing and Printing in all Branches  
executed with care and promptness.  
Enlarging from small negatives a specialty.  
Hand Cameras refilled.  
All kinds of repairs to apparatus undertaken.  
Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL,  
where there are 2 Dark Rooms always at the  
disposal of Patrons Free of Cost.  
Hongkong, 1st April, 1901. [941]

FOR SALE.  
TWO SECOND-HAND  
HOE NEWSPAPER  
PRINTING  
MACHINES.  
PRINTING A SHEET 27 BY 40  
INCHES.

THESE Machines are in good condition and  
are being sold, as they have been replaced with  
Larger and Quicker Machines.  
Apply—  
MANAGER,  
Hongkong Daily Press Office.  
Hongkong, 1st April, 1901. [915]

NOTICE.  
TO THE PUBLIC AND OFFICERS OF  
SHIPS.  
When in MOJI, go to  
THE AMERICAN HOUSE,  
Where good European Accommodation can  
be obtained at Yen 3 per day.  
Address—NISHI HON-MACHI, ITCHOME.  
Moji, 17th January, 1901. [55]

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED  
and FIXED. DRAINS, TRAPS,  
WASTE PIPES, &c., CLEANSED and  
REPAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC  
TILES. Prices on Application. [59]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM PORTLAND, ORE., AND JAPAN

THE Steamship  
"SKARPSNO,"  
Captain Tolpegen, having arrived from the  
above ports, Consignees of Cargo are hereby in-  
formed that their Goods will be delivered from  
alongside.

Cargo impeding the discharge will be landed  
at once, and stored at Consignees' risk and  
expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
T. M. STEVENS & CO.,  
Agents,  
4, Duddell Street.  
Hongkong, 13th April, 1901. [1006]

OCEAN STEAMSHIP COMPANY.  
CONSIGNEES per Company's Steamer  
"ULYSSES"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
downs of the Kowloon Godown Co., Ltd.; in  
both cases it will lie at Consignees' risk. The  
Cargo will be ready for delivery from Craft or  
Godown on and after the 16th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
Goods undischarged after the 20th inst. will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be  
examined at 11 A.M. on the 23rd inst.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th April, 1901. [15]

STEAMSHIP "YARRA."  
COMPAGNIE DES MESSEGERIES  
MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo in connection with  
the above Steamer are hereby informed that  
their goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown Co.,  
Limited, at Kowloon, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 11 A.M. TO-DAY, the 11th inst., re-  
questing it to be landed here.  
Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after THURSDAY, the 18th inst., at Noon,  
will be subject to rent and landing charges.  
All claims must be sent in to me on or before  
the 18th inst., or they will not be recognised.  
All damaged packages will be examined on  
THURSDAY, the 18th inst., at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 11th April, 1901. [2]

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamer  
"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Go-  
down Company's Godowns at Kowloon, where  
each consignment will be sorted out Mark by  
Mark and delivery can be obtained as soon as  
the goods are landed.

This Vessel brings on Cargo:—  
From London, ex S. Rome.  
From Persian Gulf, ex S. Krandalla and  
"Sindh."  
Optional goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY.  
Goods not cleared by the 19th instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 13th April, 1901. [1]

NOTICE TO CONSIGNEES.  
SS. "LOWTHER



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	SOBRON	Brit. str.	—	L. M. Wibmer, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	IDOMENEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA MANILA	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	AXAX	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th May.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 18th May.
LIVERPOOL	CANTON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th May.
BREMEN, VIA PORTS OF CALL	PIERHUB	Ger. str.	—	—	MELCHERS & CO.	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	KONIG ALBERT	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
MARSEILLES & LONDON	SANUKI MARU	Brit. str.	—	—	P. & O. S. N. Co.	On 18th inst., at 10 A.M.
MARSEILLES, &c., VIA PORTS OF CALL	CANDIA	Frean. str.	—	—	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	OCEANIAN	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Ger. str.	—	—	CARLWITZ & CO.	On or about 4th May.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & YACOMA VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	—	—	DODWELL & CO. LIMITED	On 19th inst., at 4 P.M.
VICTORIA, B.C., & YACOMA VIA SHANGHAI, &c.	IDZUMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 1st May.
SAN FRANCISCO VIA AMOY, &c.	TABATA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 7th May, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	GARLIC	Brit. str.	—	—	O. & S. N. Co.	On 23rd inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	PACIFIC MAIL S. S. CO.	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	STRATHGYLE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	TAINAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th May, at 5 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	Today.
TRIESTE, &c., VIA PORTS OF CALL	CUNEBEL	Aus. str.	—	—	SANDER, WIELER & CO.	On 20th inst., P.M.
YOKOHAMA & KOBE	GISSLA	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Today, at 5 P.M.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	HAKUBUN KAISEN	On or about 22nd inst.
SHANGHAI & HANKOW	SURVIA	Ger. str.	—	—	MESSAGERIES MARITIMES	On 23rd inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDUS	Frean. str.	—	—	EAST ASIATIC TRADING CO. LD.	On or about 20th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ELITA NOSSACK	Ger. str.	—	—	P. & O. S. N. Co.	On or about 27th inst.
SHANGHAI & JAPAN	CEYLON	Brit. str.	—	—	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	LAALABAT	Ger. str.	—	—	MELCHERS & CO.	On 19th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PRINZ HEINRICH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Daylight.
FOOCHOW	HUANG MARU	Jap. str.	—	—	DOUGLAS LARPAIK & CO.	Today, at 10 A.M.
FOOCHOW VIA SWATOW & AMOY	THALES	Brit. str.	—	—	DOUGLAS LARPAIK & CO.	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHOW	AKASHI MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 21st inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	MAIDZURU MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 19th inst., at 4 P.M.
TAMUI VIA SWATOW & AMOY	HAIRONG	Brit. str.	—	—	DOUGLAS LARPAIK & CO.	On 23rd inst.
HAIPHONG	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at Noon.
MANILA	THINAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CHELYDRA	Brit. str.	—	—	—	—
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	—	—	—

## SHIPPING.

**ARRIVALS.**  
April 14, BURNSIDE, American str., 1,400.  
A. H. Luffin, Manila 11th April, Cable—  
GOVERNMENT.  
April 14, CHARLES ROGER, Belgian str., 1,291.  
Ch. Hestfurth, Saigon 9th April, Cable—  
DODWELL & CO. LD.  
April 14, CHINA, German str., 1,119, P. Voss.  
Bangkok 8th April, Rice—CHINESE.  
April 15, HAILAN, French str., 377, Merlees.  
Pakhoi and Hoihow 14th April, General—  
A. R. MARTY.  
April 15, HOIHAO, French str., 509, Merlees.  
Haiphong and Hoihow 14th April, General—  
A. R. MARTY.  
April 15, Szechuen, British str., 1,158, A. H.  
Hall, Wuhan 8th April, General—  
BUTTERFIELD & SWIRE.  
April 15, WOBANO, British str., 1,127, Johns.  
Waha 5th April, Rice—JARDINE, MATHESON & CO.  
April 15, ZWERNA, British str., 940, Ainsworth.  
Saigon 11th April, General—CHINESE.  
April 15, ANDALUSIA, German steamer, 3,441.  
Elders, Wilhelmshaven via Colombo 4th April—SIEMSEN & CO.  
April 15, ARIAKE MARU, Jap. str., 2,193, T.  
Tasaka, Kutchipoota 10th April, Coal—  
M. B. KAISHA.  
April 15, FUCHUN, British str., 1,500, W. H.  
Lunt, Shanghai 12th April, General—  
CHINESE.  
April 15, LOONGSANG, British str., 1,002, G. S.  
Weigall, Manila 12th April, Sugar—  
JARDINE, MATHESON & CO.  
April 15, SUEVIA, German str., 5,009, Wagener.  
Hamburg 27th February and Singapore  
9th April, General—SIEMSEN & CO.  
April 15, Dr. HANS JENSEN, Norw. str.,  
601, Larsen, Canton 15th April, General—  
E. A. TRADING CO. LD.

## CLEARANCES.

At the Harbour Master's Office.  
15th April.  
Ulysses, British str., for Shanghai.  
Tantalus, British str., for Singapore.  
Idomeneus, British str., for Singapore.  
Szechuen, British str., for Canton.  
Flandria, German str., for Canton.  
Independent, German str., for Swatow.  
Hainan, German str., for Chefoo.  
Wongkut, German str., for Yaw.  
Tuiyo Maru, Japanese str., for Chefoo.

## DEPARTURES.

April 14, LALPOORA, British str., for Am.  
April 14, LOTAL, German str., for Java.  
April 14, TAICHOW, German str., for Swatow.  
April 15, GILATH, British battleship, for  
Shanghai.  
April 15, ULYSSES, British str., for Shanghai.  
April 15, SUEVIA, British str., for Canton.  
April 15, FLANDRIA, German str., for Canton.  
April 15, LAZARD, British gunboat, for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Luzon.  
KOWLOON DOCK.—U.S.S. Ida de Luzon.  
U.S.S. Dennington, U.S.S. Yokotom, Hanu,  
Ilice, Lung Tung, Hongkong, Clavering, Ping-  
suey, Compania de Filipinas, H.M.S. Ocean, Sty,  
Shantung, Kwaiyang, Burnside, Araya, Strath-  
gyle.  
GOSWOLD DOCK.—U.S.S. Concord,  
Colonies, Perla, Patricia, Tartar.

## SHIPPING REPORTS.

The British steamer *Fuchun*, from Shanghai  
12th April, had light variable winds, calm and  
fog throughout.  
The British steamer *Charles Roger*, from  
Saigon 8th April, had fine, clear weather and  
light easterly wind.  
The British steamer *Loongsang*, from Manila  
12th April, had light northerly breezes, hazy  
weather and smooth sea, thick fog in the proxi-  
mity of Waglan.  
The British steamer *Wongkut*, from Wuhu 5th  
April, had light variable winds and cloudy with  
occasional rain from Supey Island to Lamocka.  
From Lamocka to Breaker Point dense fog;  
thence to port light variable air and hazy.  
On 14th spoke *Kwongkong*, off Pedro Blanco,  
from Hongkong for the North.

## VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.  
STEAM FOR SHANGHAI, NAGASAKI,  
HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"PRINZ HEINRICH"  
OF THE NORDDEUTSCHER LLOYD,  
Captain R. Heintze, due here with the outward  
German Mail about TUESDAY EVENING,  
the 16th inst., will leave for the above places  
about 21 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELOCHERS & CO.,  
Agents.  
Hongkong, 15th April, 1901.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.  
STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ,  
PORT SAID, RIUME AND TRIESTE.  
(Taking Cargo at through rates to the Brazils,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE  
and ADRIATIC PORTS).  
THE Company's Steamship  
"TRIESTE,"  
Captain Mitic, will be despatched as above TO-  
DAY, the 16th inst.  
Sails and Values are transhipped on arrival  
at Bombay into an accelerated liner.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 8th April, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND  
TAIWANFOO.  
THE Company's Steamship  
"AKASHI MARU,"  
Captain K. Suda, will be despatched for the  
above ports TO-MORROW, the 17th April, at  
DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 3rd April, 1901.  
INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Company's Steamship  
"CHELYDRA,"  
Captain Cox, will be despatched as above on  
THURSDAY, the 18th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 12th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship  
"GISSLA,"  
Captain Mosca, will leave for the above places  
on SATURDAY, the 20th inst., P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW AND  
AMOY.  
THE Company's Steamship  
"MAIDZURU MARU,"  
Captain K. Sobajima, will be despatched for  
the above ports on SUNDAY, the 21st inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 15th April, 1901.  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, CEYLONAL AND  
AMERICAN PORTS.  
THE Steamship  
"SOBRON,"  
Captain L. M. Wibmer, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for Marseilles and London on SATURDAY, the  
27th April, at Noon, taking passengers and  
cargo for the above ports.  
All Cargo for Marseilles and London will be  
conveyed direct without transhipment.  
Passes will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 15th April, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES AND	CANDIA	10 A.M. 18th	Freight or Passage.
LONDON	A. W. Symes, R.N.R.	April	
SHANGHAI AND JA-	CITY OF PEKING	About 20th	Freight or Passage.
PAN	W. Hayward, R.N.R.	April	
LONDON, &c.	SOBRON	Noon, 27th	See Special Advertisement.
	L. M. Wibmer, R.N.R.	April	
SHANGHAI	BALLAARAT	About 27th	Freight or Passage.
	CANTON	About 18th	Freight or Passage.
LONDON	C. F. Lockstone, R.N.R.	May	

## PASSENGER SEASON, 1901.

s.s. SOBRON 7,382 tons April 27th MARSEILLES AND LONDON DIRECT  
For Further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 15th April, 1901.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATION	SAILING DATES
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 19th April, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 19th April, at NOON.
IDZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at NOON.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 26th April, at DAYLIGHT.
G. E. P. Cook	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 26th April, at NOON.
KAGOSHIMA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.
YAWATA MARU		
A. E. Messer		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and  
Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 13th April, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	April 26th
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,502	J. Pantan	May 28th
DUKE OF FIFE	3,821	J. S. Cox	June 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the  
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED  
STATES and to EUROPE.  
HONGKONG to LONDON, 252.  
Excellent accommodation. First-class Table, Doctors and STEWARDESSES carried.  
Passengers to EUROPE are provided by one of the First-Class ATLANTIC MAIL LINES  
HONGKONG to NEW YORK, 448.  
The Railroad-traveling is second to none on the American Continent; two trans-continental  
trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night;  
TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and CASCADE MOUN-  
TAINS. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG to VICTORIA AND TACOMA, 235.  
The best route to the Klamath and Klamath. Frequent Sailings from Victoria  
and TACOMA to DREA and St. MICHAEL.  
Rates of Passage to other Ports on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.  
Hongkong, 16th April, 1901.

## IMPERIAL GERMAN MAIL

## LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PORTS OF CALL.  
IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	SAILING DATES
* KONIG ALBERT	WEDNESDAY 17th April
PRINZESS IRENE	WEDNESDAY 17th May
PRINZ HEINRICH	WEDNESDAY 14th May
PREUSSEN	WEDNESDAY 29th May
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 29th June
SACHSEN	THURSDAY 11th July
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 25th July
BAYERN	THURSDAY 8th August
STUTTGART	THURSDAY 22nd August
KONIG ALBERT	THURSDAY 5th September
PRINZESS IRENE	THURSDAY 19th September
PRINZ HEINRICH	WEDNESDAY 3rd October
PREUSSEN	WEDNESDAY 16th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 30th October
SACHSEN	WEDNESDAY 13th November
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 27th November
BAYERN	

\* Calling at Amsterdam.  
ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship "KONIG  
ALBERT" of the Norddeutscher Lloyd, Captain O. Coppers, with MAILE, PAS-  
SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and  
GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 15th April, and Specie  
will be received on Board until 5 P.M. on TUESDAY, the 16th April, and Parcels will be  
received at the Agency's Office until Noon on TUESDAY, the 16th April.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewards.  
Liners can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELOCHERS & CO., AGENTS.

Hongkong, 4th April, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knts.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.  
"EMPEROR OF JAPAN," Comdr. E. P. Hughes, R.N.R. WEDNESDAY, 15th May, 1901.  
"EMPEROR OF CHINA," Comdr. R. A. Schield, R.N.R. WEDNESDAY, 18th June, 1901.

THE magnificent TWIN-SCREW STEAMERS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-  
COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and  
make connection at Vancouver with the PACIFIC COAST RAILWAY, which leaves for the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection  
is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,  
which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and ABOUT THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
Japan Governments.  
The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Peking & Seoul.

Hongkong, 4th April, 1901.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.  
IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.  
PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.  
S.S. "STRATHGYLE" On 20th April.

ON MONDAY, the 22nd April, 1901, at  
1 P.M., the Company's Steamship  
"OCEANIAN," Captain Schmitz, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBEY.  
This Steamer connects at COLOMBO with  
the s.s. *Ville de la Citadelle*, which vessel takes  
on her Passengers and Mails, leaving that port  
on the 4th May, direct to Suez, Port Said  
and Marseilles.  
Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.  
Specie and Parcels until 3 P.M. on the 21st  
April. (Parcels are not to be sent on board;  
they must be left at the Agency's Office). Con-  
tents and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 10th April, 1901.

CANADIAN PACIFIC RAILWAY  
COMPANY'S

ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA,  
JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
THE Company's Steamship  
"TARTAR,"  
(4,425 Tons).  
Captain G. D. BOWLES, R.N.R., will leave  
Hongkong on or about WEDNESDAY, the  
1st May, 1901, taking Passengers and Cargo  
FOR VICTORIA AND VANCOUVER, B.C.  
(VIA INLAND SEA, KOBE AND YOKO-  
HAMA).

Making close connection at Vancouver with  
the Canadian Pacific Railway for all points in  
Eastern Canada, the United States and Europe.  
For Freight or Passage, apply to  
D. E. BROWN,  
General Agent Hongkong.  
Hongkong, 5th April, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crew  
of the following Vessels during their stay in  
Hongkong Harbour:  
AMERICAN ship, *Amesbury*,  
Capt. O. C. Barker, Dodwell  
& Co. Ltd.  
COMPANIE FLAMMARION, American ship, *D. Mign*,  
Capt. D. Mign, Dodwell  
& Co. Ltd.  
LOUIS J. KERRY, American ship, *A. H. Olson*,  
Master.  
Passenger, British ship, *R. B. Munro*,  
Master.  
S.S. *Winn*, American ship, *Howe*, Master.



VESSELS ON THE BEETH.  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CALCHAS"	On 10th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 2nd May.
HOMEWARDS.		
LONDON	"IDOMENEUS"	On 16th April.
LONDON via MANILA	"AGAMEMNON"	On 19th April.
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LIVERPOOL	"PYRRHUS"	On 15th May.

The S.S. "ULYSSES" arrived on Saturday morning from GLASGOW and LIVERPOOL. and will sail for SHANGHAI and JAPAN to-morrow.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW	"HUNAN"	On 13th April.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN	"TSINAN"	On 23rd April.
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		
MANILA	"TSINAN"	On 23rd April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 16th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

With Liberty to Call at MANILA.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATHAN," "FERNDENE," and "LOWTHER CASTLE."

For Freight, apply to  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 8th April, 1901. [3291]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 10th April, 1901. [17]

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Harana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 29th March, 1901. [5]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS Ports every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897. [4]

VESSELS ON THE BERTH  
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Harana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Cosular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901. [3]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at MANILA.)

THE full-powered Steamship

"ASTORIA" will be despatched for the above port on or about 4th May.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 15th April, 1901. [1018]

HONGKONG  
STEAMERS.

Agamemnon, Brit. str., 4,461, Nish, April 13, 1901, at Noon.

Alaska Maru, Jap. str., 974, Sdzaki, April 13, 1901, at Noon.

Mitsui Bussan Kaisha America Maru, Jap. str., 6,210, Going, April 12, 1901, at Noon.

Siemens & Co. Andalusia, German str., 5,441, Ehlers, April 15, 1901, at Noon.

Apenrade, German str., 311, Lorenzen, April 1, 1901, at Noon.

Ariake Maru, Jap. str., 2,193, Tasaka, April 15, 1901, at Noon.

M. B. Kaisha Athenian, British str., 2,444, Mowatt, April 8, 1901, at Noon.

C. P. R. Co. Beulomond, Brit. str., 1,782, Hutton, April 13, 1901, at Noon.

Gibb, Livingston & Co. Barnside, Amr. str., 1,400, Luffin, April 14, 1901, at Noon.

U.S. Government Canton, British str., 1,110, Lawrence, April 13, 1901, at Noon.

Jardine, Matheson & Co. Chas. Rogier, Belgian str., 1,291, Herfurth, April 14, 1901, at Noon.

Chelydra, British steamer, 1,567, Cox, April 9, 1901, at Noon.

Jardine, Matheson & Co. China, German steamer, 1,113, Voss, April 15, 1901, at Noon.

Siemens & Co. Clavering, British str., 2,255, Barker, Mar. 30, 1901, at Noon.

Dodwell & Co., Limited Compania de Filipinas, Amr. str., 707, Orts, April 3, 1901, at Noon.

Daphne, German str., 1,290, Nissen, April 9, 1901, at Noon.

Siemens & Co. Diamante, British str., 1,225, Ramsay, April 14, 1901, at Noon.

Shewan, Tomes & Co. Dr. Hans Jerg Kier, Norw. str., 601, Larsen, April 11, 1901, at Noon.

East Asiatic Trading Co., Ltd. Eva, German steamer, 2,032, Peterson, April 7, 1901, at Noon.

Arnhold, Karberg & Co. Fushun, British steamer, 1,500, Lunt, April 15, 1901, at Noon.

Chinese Hailan, French steamer, 377, Morles, April 15, 1901, at Noon.

Hailong, British str., 733, Bathurst, April 14, 1901, at Noon.

Douglas Lapraik & Co. Hangchow, British str., 909, Pearce, Mar. 21, 1901, at Noon.

Butterfield & Swire Hanol, French steamer, 768, Pannier, Mar. 20, 1901, at Noon.

A. R. Marv Hinesang, British steamer, 1,538, Lake, April 5, 1901, at Noon.

Jardine, Matheson & Co. Hohao, French str., 509, Merlees, April 15, 1901, at Noon.

A. R. Marv Idomeneus, British str., 4,293, Riley, April 14, 1901, at Noon.

Butterfield & Swire Idemaru, Jap. str., 2,301, Curlew, April 2, 1901, at Noon.

Nippon Yusen Kaisha Ilios, American steamer, 83, Fox, Mar. 20, 1901, at Noon.

A. R. Marv Independent, German str., 871, Holtz, April 11, 1901, at Noon.

Chinese Kweiyang, Brit. str., 1,032, Outerbridge, April 4, 1901, at Noon.

Butterfield & Swire Loongang, British str., 1,080, Weigall, April 15, 1901, at Noon.

Jardine, Matheson & Co.

Loosek, German str., 1,620, Jackson, April 10, 1901, at Noon.

Butterfield & Swire Marie Johnson, Ger. str., 1,700, Hemmert, April 14, 1901, at Noon.

Peiyang, German str., 897, Weiss, April 10, 1901, at Noon.

East Asiatic Trading Co., Limited Perla, British steamer, 1,284, Almond, Mar. 24, 1901, at Noon.

Shewan, Tomes & Co. Petraroh, German str., 1,252, Uecker, Mar. 24, 1901, at Noon.

Melchers & Co. Petriana, British str., 900, Snape, Mar. 25, 1901, at Noon.

Arnhold, Karberg & Co. Pingouy, British str., 4,149, Pernell, April 7, 1901, at Noon.

Jardine, Matheson & Co. Pronto, German str., 632, Grandt, April 14, 1901, at Noon.

Siemens & Co. Shantung, British steamer, 1,835, Quail, April 2, 1901, at Noon.

Butterfield & Swire Skarpsno, Norw. str., 1,130, Tallefsen, April 11, 1901, at Noon.

T. M. Stevens Skuld, Norwegian str., 913, Berbon, April 12, 1901, at Noon.

Chinese Strathgyle, British str., 3,234, Gordon, April 5, 1901, at Noon.

Butterfield & Swire Suevia, German str., 3,069, Wagener, April 15, 1901, at Noon.

Siemens & Co. Sullberg, German str., 782, Jensen, April 12, 1901, at Noon.

Siemens & Co. Taigai, Maru, Jap. str., 763, Kakimi, April 12, 1901, at Noon.

Order Taishun, Amr. str., 1,216, Patterson, April 8, 1901, at Noon.

Chinese Taiteo Maru, Jap. str., 2,009, Hirai, April 13, 1901, at Noon.

Mitsui Bussan Kaisha Tantalus, British str., 2,381, Gregory, April 14, 1901, at Noon.

Butterfield & Swire Tartar, British steamer, 2,758, Bowles, April 4, 1901, at Noon.

C. P. R. Co. Thais, British steamer, 320, Robson, April 14, 1901, at Noon.

Douglas Lapraik & Co. Thyra, British str., 2,244, Dunning, April 9, 1901, at Noon.

Order Trieste, Austrian str., 3,023, Mitis, April 14, 1901, at Noon.

Sander, Wieler & Co. Wapiti, German str., 1,115, Mahle, April 11, 1901, at Noon.

Wosang, British str., 1,127, Johns, April 15, 1901, at Noon.

Jardine, Matheson & Co. Zweena, British str., 946, Ainsworth, April 15, 1901, at Noon.

Chinese SAILING VESSELS.

Adolph Oburg, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Hattie C. Smith, Amr. schr., 45, Riley, Feb. 24, 1901, at Noon.

Master Large Bay, British ship, 1,178, Adams, April 7, 1901, at Noon.

Sander, Wieler & Co. Louise J. Kany, Amr. schr., 155, Olsen, Mar. 30, 1901, at Noon.

Lucien, Amr. 4-m. schr., 512, Anderson, Mar. 31, 1901, at Noon.

Holiday, Wise & Co. Madagascar, British 4-m. bark, 1,937, Smith, Mar. 4, Standard Oil Co.

Paul River, Amr. ship, 1,541, Wilson, Feb. 20, 1901, at Noon.

Standard Oil Co. President, British bark, 766, Munro, April 3, 1901, at Noon.

Chinese Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, 1901, at Noon.

Master

THE CHINA AND JAPAN

TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

EXCHANGE LINES.

\$80 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.E.—A special charge is made for lines more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including:—

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SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS

ON APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1898. [2559]

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG

AS A

BRITISH CROWN COLONY.

BEING AN

HISTORICAL SKETCH

OF THE CELEBRATIONS

OF

21st to 24th JANUARY, 1891

AND A

DESCRIPTION OF THE INDUSTRIES

OF THE COLONY.

Royal 8vo, 48 pages.

Price 81. Cash.

The Bookellers or Daily Press Office, Hongkong, 27th January 1891.

NOW READY:

THE

## CHRONICLE AND DIRECTORY

FOR



